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No. 21,566 號陸拾陸百伍仟壹萬式第 日柒廿月柒年卯丁 HONG KONG, WEDNESDAY, AUGUST 24th, 1927. 參拜禮 日肆廿捌月柒廿七年九百壹仟壹英 PRICE: $3 PER MONTH.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

		A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	P.M.	P.M. *	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	6.37	8.00	8.25	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.43	7.23
Yaumati	...Dep.	6.45	—	—	9.24	10.16	12.09	1.21	—	—	4.44	5.50	7.30
Shatin	...Dep.	6.57	—	—	9.36	10.28	12.21	1.34	—	—	4.56	6.02	7.42
Taipo	...Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09	6.16	7.55
TaipoMarket	Dep.	7.16	—	—	9.53	10.46	12.38	1.51	—	—	5.13	6.20	7.59
Fanling	...Dep.	7.27	—	—	10.03	10.56	12.48	2.01	—	—	5.23	6.31	8.09
Sheungshui	..Dep.	7.32	—	9.03	10.08	11.00	12.53	2.06	3.14	—	5.28	6.36	8.13
Shumshun	Arr.	7.38	8.40	9.08	10.14	11.06	12.59	2.12	3.18	3.40	5.34	6.41	8.19
	Dep.	—	8.43	—	11.10	—	—	—	—	3.43	—	—	—
Canton	...Arr.	—	11.50	—	5.38	—	—	—	—	6.47	—	—	—

		A.M.	A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M. *
Canton	...Dep.	—	—	—	—	8.05	—	—	8.40	—	—	3.30	—
Shumshun	Arr.	—	—	—	—	11.06	—	—	3.33	—	—	6.21	—
	Dep.	7.14	8.01	10.18	10.49	11.09	11.40	3.00	4.17	4.45	5.52	6.24	7.15
Sheungshui	..Dep.	7.21	8.08	10.25	10.54	—	11.47	3.07	4.24	4.52	5.59	—	7.20
Fanling	...Dep.	7.26	8.12	10.29	—	—	11.51	3.12	4.28	4.56	6.03	—	—
TaipoMarket	Dep.	7.36	8.22	10.39	—	—	12.02	3.22	4.38	5.06	6.13	—	—
Taipo	...Dep.	7.40	8.27	10.43	11.06	—	12.07	3.26	4.42	5.10	6.16	—	—
Shatin	...Dep.	7.53	8.40	10.56	—	—	12.20	3.39	4.56	5.23	6.29	—	—
Yaumati	...Dep.	8.07	8.52	11.08	—	—	12.32	3.51	5.08	5.35	6.41	—	—
Kowloon	...Arr.	8.13	8.58	11.14	11.31	11.49	12.38	3.57	5.14	5.41	6.47	7.04	7.55

SHA TAU KOK BRANCH.

			A.M.	A.M.	P.M.	P.M.
Fanling	...	Dep.	7.45	10.15	3.20	6.15
Shataukok	...	Arr.	8.40	11.10	4.15	7.10
			A.M.	A.M.	P.M.	P.M.
Shataukok	...	Dep.	6.15	9.00	2.00	5.00
Fanling	...	Arr.	7.10	9.55	2.55	5.55

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THE MENIN GATE.

A GREAT WAR MEMORIAL.

LORD OXFORD'S SERVICES TO THE NATION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 30th.

The imagination of men and women of the British race wherever they may be must have been stirred by the news of the dedication of the Menin Gate, Ypres, last Sunday, July 24th. The Menin Gate stands as a memorial of some sixty thousand British soldiers who fell in the Ypres Salient, whose bodies were never recovered from that morass of blood and mud, but whose names are now inscribed on the scroll of fame upon the Gate.

On all the wide expanse of the Western Front of war time no spot could be more appropriate for such a memorial. It was through the Menin Gate, the spot known as "Hell Fire Corner," that wave after wave of our men passed to the hell that awaited them beyond.

There, more even than at famed Verdun the war was won and civilisation saved from the domination of German militarism. There also Belgium was saved from being trampled under foot. The ceremony was the most moving that has been known since the burial of the Unknown Soldier in Westminster Abbey. Seven hundred mothers whose sons lie in unknown graves in the Salient were brought from England for the unveiling. Their march through Ypres bearing bunches of flowers picked in English gardens provided the most moving incident in a heart-stirring day.

For Ever In Remembrance.

Only those who took part in the Titanic struggles associated with the Ypres Salient can understand why so many thousands of their comrades never returned, and why every trace of them was obliterated. But now, in the noble words of Field Marshal Lord Plumer, who performed the ceremony at the unveiling, "It can be said of each one in whose honour we are assembled here to-day—he is not missing, he is here."

The hundreds of relatives of the fallen who attended the dedication at Ypres saw little to remind them of the horrors of twelve years ago; for the unceasing processes of Nature and the work of human hands devoted to restoration have turned the evidences of desolation into smiling and blessed peacefulness. Ypres has arisen on the ruins of the old city, and all around outside the husbandman has laboured to bring the land again into cultivation:

"We travelled in the print of olden wars,
Yet all the land was green;
And love we found, and peace, where fire and war had been.
They pass and smile, the children of the sword.
No more the sword they wield.
And O, how deep the corn along the battlefield."

Empire Tourists.

Touring the Empire seems to have become the fashion with distinguished people. The Prince of Wales left this week for Canada accompanied by the Prime Minister and Mrs. Baldwin in connection with the Jubilee celebrations in the Dominion. Mr. Amery, the Dominions Minister, has started on his six months tour to Australia and New Zealand; and I learn that a number of Members of Parliament are proposing to pay private visits to various countries in the Empire during the recess which begins this week. Some are going to South Africa under the auspices of the Federation Chamber of Commerce of the British Empire.

Next year there is, I hear, to be a great gathering of Empire M.P.'s in Canada under the auspices of the Empire Parliamentary Association. These visits abroad by public men are all to the good. The more first-hand knowledge there is in Parliament of different parts of the Empire the better it will be both for this country and the Empire whenever questions arise on which a right understanding is all-important.

Annuity For Lord Oxford.

There is a good deal of gossip regarding the proposed gift of money to the Earl of Oxford and Asquith to form an annuity of £2,500, with a lump sum of about £20,000 in addition. The movement is inspired by a desire to show appreciation of his great services to the State for many years, and those who are chiefly interested include Lord Reading, Lord Devonport, Lord Lincolnshire, Sir Abe Bailey, Sir Robert Hudson, and Mr. Larkin, the Canadian High Commissioner. It will surprise many people to know that as ex-Cabinet Minister, Lord Oxford is entitled to a pension of £2,000 a year; but before he could receive this he would have to sign a declaration that he is impecunious, and apply for assistance.

It is one of the curious anomalies of our public life that while Parliament was asked to vote—and gladly did vote—large sums of money as rewards to distinguished officers of the navy and army who had borne the brunt of the Great War, nothing was done or could be done to reward the veteran Liberal statesman who had maintained through dark years unflinching courage and steadfast determination. The testimonial that is to be made to him is a purely private one. The Government as a Government have nothing whatever to do with it.

Lord Oxford is not a wealthy man, and it goes without saying that if he had used his great gifts for personal profit he would be well-off to-day. Some other ex-Cabinet Ministers have had to apply for pensions. Mr. Lloyd George is not one of these, however, as he was the fortunate recipient of an annuity of £2,000 bestowed on him by the late Mr. Andrew Carnegie during the war.

Art and Camouflage.

There are many sincere expressions of regret at the passing of Mr. Solomon J. Solomon, the distinguished Royal Academician, who taught the British Army the art and mysteries of camouflage. The system which he originated and brought to a pitch of high perfection, was the means of saving thousands of lives in the war.

The verisimilitude of any drawing or painting of an object depends upon light and shade; and it was the absence of shadows where shadows should have been on an aerial photograph which drew Mr. Solomon's attention to the fact that the Germans had been tampering with the landscape. As every artilleryman knows, a house or a gun position was often only to be detected on aerial photographs by the shadow cast. It was the main function of camouflage not only to make objects invisible from the ground, but more especially to obviate a shadow when they were photographed from the air. In modern warfare concealment is often a better protection than concrete.

The art of camouflage was also successfully used to disguise trains and tanks, and—more wonderful, perhaps, than anything else—to paint ships in jazz patterns so that submarines could not aim at them with any degree of accuracy. Mr. Solomon died at his house at Birchington, where he had a vast studio with windows opening on the sea.

The League of World Order.

It is sometimes said that we have too many leagues, and societies, and movements for the promotion of objects that are all more or less deserving; but there is something that is bound to make a wide appeal in the League of World Order which was founded this week at a gathering held at the Savoy Hotel in London. Lord Buckmaster, a former Lord Chancellor, presided, and another former Lord Chancellor in the person of the Earl of Birkenhead was the principal speaker.

The idea behind the promoters of the League is to set up an organisation which will defend the principles upon which civilised society, as it has hitherto existed, is founded. There is no restriction with regard to nation, class or creed, and no political distinctions. To Commander Oliver Locker-Lampson, well-known for his determined and persistent opposition to Russian political theories, belongs the credit of originating the League. He is the sworn foe of Bolshevism, and he did more than anyone in stirring up public opinion in England against the Soviet spies and mischief-makers who were here in the guise of the Soviet Trade Delegation, never resting in fact till they were sent back to Moscow bag and baggage.

The Press as a whole gives the League a good reception. It is realised that civilisation rests upon two main supports—religion and individual prosperity—and that neither can be attacked without endangering the constituted order of society in the world.—H.B.

DIARY OF EVENTS.

To-day.

St. Bartholomew's Day.
Stopping of Heat (*Sa'u-shu*).
Extraordinary General Meeting China Provident Loan and Mortgage Company, 2.30 p.m.
Chinese Chamber of Commerce monthly meeting, 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Ping Pong League: Hop Ying Club *v.* C.R.C. (C.C.Y.M.S.).
H.K. Baseball League: "Tigers" (S.C.A.A.) *v.* Filipinos, Happy Valley Diamond, 5.15 p.m.
H.K. Cricket League Annual Meeting, Sanitary Board Room, Post Office Building, 5.30 p.m.
Water Polo League: Royal Navy *v.* K.O.S.B.; V.R.C. "A" *v.* 2nd Scots Guards.
Naval and Military Y.M.C.A.s:—"Cheer O": Whist drive, 7.15 "Better 'Ole": Sing-Song, 7 p.m.; Rope Factory: "Revellers" Concert Party, 7 p.m.; Hankow Barracks, Shamshuipo: "Squeakettes" Concert Party.
Dinner Dansant at Cafe Restaurant Parisien.
Queen's Theatre: "The Dark Angel."
World Theatre: "Sherlock Junior."
Star Theatre: "The Fourth Commandment."
Principal Mails:—Outward: Australia, New Zealand, etc. (*Nishima Maru*), 9.30 a.m.; Canada, America, etc., Europe *vid* Vancouver, B.C. and *vid* Siberia (*Empress of Russia*), 10 a.m.; Europe *vid* Marseilles, etc. (*Anteneor*), 10.30 a.m.

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: T. Institute *v.* Y.M.C.A. (C.C.Y.M.S.).
12th Annual meeting of Associacao Portuguesa "de Soccorros Mutuos, Club Lusitano, 5.30 p.m.
Naval and Military Y.M.C.A.s:—"Cheer O": Informal Dance, 7 p.m.
Dinner Dansant at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."
Principal Mails:—Outward: Europe *vid* Marseilles, etc. (*Hector*), 10.30 a.m.

Friday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Ping Pong League: St. Peter's Y.M.C. *v.* C.A.A. (Y.M.C.A.).
40th annual meeting of the Hong Kong Football Club, Messrs. Jardine, Matheson's Board Room, 5.30 p.m.
Naval and Military Y.M.C.A.s:—"Cheer O": Concert, 7 p.m.; "Better 'Ole": Variety Concert, 7 p.m.
Dinner Dansant at Cafe Restaurant Parisien.
St. Peter's Y.M.C. Whist Drive, Cathedral Hall, 8.30 p.m.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."
Principal Mails:—Outward: Europe *vid* Marseilles, etc. (*Harima Maru*), 3.30 p.m.

Saturday.

4th Ordinary yearly meeting H.K. Realty and Trust Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.
Naval and Military Y.M.C.A.s:—Launch Picnic: Launch leaves Queen's Pier, 2.15 p.m.; Kowloon, 2.30 p.m.
Lawn Bowls:—Division I.: Police *v.* K.C.C.; Kowloon Dock R.C. *v.* Taikoo R.C.; K.B.G.C. *v.* C.S.C.C. Division II.: Yacht Club *v.* K.C.C.; Taikoo R.C. *v.* Club de Recreio; K.B.G.C. *v.* C.S.C.C.; C.C.C. *v.* East Point R.C.
H.K. Baseball League: Japanese *v.* Filipinos, Happy Valley Diamond, 4 p.m.
Ping Pong League: Hop Ying Club *v.* C.R.C. (S.C.A.A.).
European Y.M.C.A. bathing picnic, Big Wave Bay.
St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dansant at Cafe Restaurant Parisien and King Edward Hotel.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."

Sunday.

11th Sunday after Trinity.
Golf: Happy Valley Championship.
Inter-Departmental Bowls:—Harbour Department *v.* Police, 3.30 p.m.
H.K. Baseball League: Filipinos *v.* Club de Recreio, Happy Valley Diamond, 4 p.m.

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HIS MARCH OVERLAND TO HAICHOW.

Throughout the rapid sequence of events beginning with the conference of Marshals at Peking and followed by the remarkable recovery of the Northern armies and the dramatic drive to the south which was launched on July 19th, Marshal Sun Chuan Fang appears to stand out as something of a man of mystery. In fact in the light of events as we know them now, the mystery of his operations and their results goes back to the time when after the fall of Hangchow and his withdrawal from the region of Shanghai, the general opinion everywhere was that at last Marshal Sun had been effectually eliminated—was down and out—finished. Apparently his organization, of which so much had been expected, had faded away into thin air, been disbanded or in part incorporated into the forces from Shantung. Even when Marshal Chang Tso Lin convened the conference of Northern leaders at Peking, general surprise was expressed that Sun Chuan Fang should have any voice in affairs. Those who were watching events laughed to scorn his claim that he had 120,000 men to contribute to the new amalgamation of forces under Generalissimo Chang Tso Lin. Ten or twelve thousand ragged remnants, perhaps, unequipped and unpaid for months was the generally expressed opinion.

Delivering the Goods.

But when it came to the show down Marshal Sun delivered the goods with a vengeance. At the time appointed and presumably in accordance with the general plans for combined reorganization formulated at Peking, Marshal Sun's troops came pouring into Tsinan from his headquarters at Weihsien on the Tsingtao line—trainload after trainload of them—and were trans-shipped south to their new concentration centre at Taian on the Tsinpu Railway. There may not have been 120,000, but those best posted in the capital of Shantung, checking them up division by division, estimated their number at not fewer than 100,000. Nor were they a ragged, unequipped, unpaid rabble. Very much to the contrary: representatives who witnessed the foreign military and diplomatic representatives who witnessed the passage of this host agreed in pronouncing them, for Chinese soldiers, a most remarkably promising looking lot. Mostly in new uniforms, with their characteristic cloth hats instead of the dinky little grey caps with the pinched up crowns and two for five visors worn by other Chinese soldiers, and with trousers that were not three fourths baggy, and were cut off at the knee instead of stuffed into half hose, and with faces reflecting 50 per cent. higher average intelligence than the general run of Chinese soldier, they were, all told, a snappy looking lot.

What was more impressive, they were all completely and well equipped and carried with them car-loads of extra uniforms, provisions and munitions; enough one would think to last for several months. And to crown all they had been paid on the dot every month and every one of them appeared to be well supplied with ready money—not depreciated war emergency notes but good, honest silver money.

Whence the Men and Munitions?

And there lies the mystery! Where did these men come from? Where and when did they acquire their new equipment, machine guns, field guns, hundreds of tons of supplies and munitions and especially where had all the money come from? All a mystery! But the fact remained—there they were—men, equipment, guns, supplies, money—and, one was forced to conclude, with, perhaps the single exception of the Kirin and Heilungkiang Fengtien troops the finest and fittest fighting unit in China.

Some time later the writer went to Taian expecting to look over the whole of this army in concentration. They were not there. Only two divisions remained the 4th and the 8th. Where had they all gone to? No one knew. Had they gone south on the railway? No. Were they, perhaps, encamped in the surrounding country? No. All who were questioned could only reply that as they had arrived they had marched away from Taian and had not come back. Apparently then they had gone to the front along the railway on foot.

Army Army that Vanished.

Some days still later the writer had passed through the whole of the northern attacking forces on the railway, arriving at the very head of the front at Suchow the day after the southerners had withdrawn. Not a sign all along the way of any man belonging to Sun's forces. Two days later the 4th and 8th Divisions came down by train. They stopped two days and then marched away. Where to? Nobody know. But report had it that they were not going along the railway but due east to join their main forces about Haichow. Another day and the Marshal himself turned up *en route* to the front. Where was the front? Somewhere east, it was said. Still mystery! But little by little and by repeated questioning it became apparent that the whole of Marshal Sun's forces had marched overland from Taian to the east coast near Haichow, and that they were not co-operating along the railway but would make a straight drive southward into Kiangsu.

Where that drive may hit first and where it may end are also for the time being in the realm of mystery, though it seems a fairly safe speculation that they will next put in an appearance at Tsingkiangpu on the Grand Canal, and it would not be greatly surprising if they should suddenly turn up 100,000 strong north of the Yangtsze opposite Chinkiang. Some day (and very likely soon) the whole mystery of Sun Chuan Fang's come-back will be made clear, and the writer would not be greatly surprised if on that day his forces are south of Hangchow. In any case those who take a keen interest in these matters might do well to keep an eye on Marshal Sun, for there are things which suggest that he may turn out to be not only a man of mystery but the man of the hour in China to-day.—*North China Daily News.*

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, CAPTAIN SUPERINTENDENT OF POLICE.]

Strength.

The following have enrolled in the Chinese Company and are posted respectively as under:—

Constables R.66 Lawrence S. Y. Wong, 67 Chow Ching Chiu, 67 Lum Sam Yuen, 69 Kwong Loong, 71, Wong Chun Fook, and 72, Marius Woo Fok Hong to No. 3 Section.

Constables R.70 Francis Man Chong Wong to No. 2 Section.

Training—Part I.

The following Police Reservists have been passed out as efficient in Part I. of Training Course:—

Chinese Company:—L.-Sergts. 7 Ng Kai Wing, 25 Tsui Kwing Kong, Constables 8 Tso Tsun On, 13 David Loie, 14 Harry Loo, 15 Ow Yeung Kin Heng, 15, Chung Man In, 17, Leong Yue Sang, 18, Hwang Hong Yeh, 21 Luk Pik Hing, 26 Tsui Keng Chau, 27 Chan Wai Leong, 29 Tsui Tong, 33 Yuen Kwok Yan, and 45 W. G. C. Ham.

Indian Company:—Constables 214 Chanan Singh, 219 Ghulam Molay ud Din, 222 Harditt Singh, and 227 Khushi Mohamad.

Training—Part II.

The above named "efficients" in Part I. are now eligible to commence Part II. of Training Court and will forthwith be issued with a copy of the Police Reserve Instruction Book. Arrangements have been made with Inspector H. J. Paterson, Principal of the Police Training School, for classes to be held every Tuesday and Thursday at 5.30 p.m. sharp at the Police Training School, Bonham Road, commencing Thursday, August 25th.

Parades.

The Chinese Company (except "efficients" in Part I.) will parade in Mufti at the Central Police Station for Squad Drill and Rifle Exercises under Sergt. R. J. Hunt at 5.30 p.m. sharp on the following dates:—

Thursday, August 25th.
Tuesday, August 30th.

The Indian Company (except "efficients" in Part I.) will parade at the Central Police Station for Squad Drill and Rifle Exercises under Sergt. Hunt at 5.30 p.m. sharp on the following dates:—

Friday, August 26th.
Monday, August 29th.

Pistol Practice.

Arrangements have been made for the more advanced members of the Indian Company (about 20 in number) to attend at the Kennedy Road Pistol Range for Pistol Practice at 2.30 p.m. on Saturday, August 27th.

(Sgd.) G. B. HARTWORD,
D.S.P. (R), Adjutant.

Hong Kong, August 23rd, 1927.

ENTHUSIASM FOR SHANGHAI FASCISTI.

GREAT RUSH TO ENROL.

The approval of the Shanghai community of the formation of the local Fascisti organization was evidenced again on August 13th by the rush to enrol. Although the offices of the organizers were only open until noon, the numbers enrolled on Saturday exceeded those of the first day, and included men of nearly every nationality. It was a great pleasure to see men who had fought on opposite sides during the Great War standing side by side, and discussing the necessity of such a body as the Fascisti to support the authorities during the present crisis, and to act in the interests of the entire community.

The offers of help, both clerical and financial, were innumerable. One very touching case was that of a gentleman, who is partly paralyzed, and who had to be helped about by a servant, who called to leave a short note, in which he said: "On account of paralysis, I will not be able to do very much, but will pay my share of any dues, and, on account of not being able to help in other ways, will pay double." Two Italian gentlemen registered, and stated that, as they had served in the home Fascisti, they would be very pleased to place their services at the disposal of the Shanghai body.

That the very large firms are keenly interested in the movement is proved by the fact that several have sent in the signatures of the members of their different departments of their staffs *en bloc*. In the case of a large foreign department store the whole of the members of the staff, including those of the ladies, signed a letter asking for their names to be enrolled.

It was very amusing to hear the questions that were asked. The first question that was generally asked was: "Are we going to act or are we only going to talk? There has been far too much talking, and it is time we all did something."



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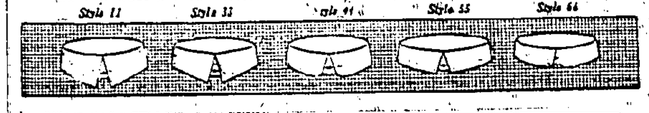
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TRIALS OF THE STEAM LAUNCH "VICTORIA."

ANOTHER HIGH CLASS VESSEL BY BAILEY & CO.

We recently gave trial particulars of the steam launch *Petrel* built by W. S. Bailey & Co., Ltd., for the British North Borneo Government and which attained half a knot over the contract speed, and this vessel is reported to have safely reached Sandakan after weathering a six hours typhoon.

On Wednesday last Messrs. Bailey & Co. scored a further success in the official trials of the *Victoria* designed and built by them to Admiralty requirements for the Royal Army Service Corps for the carriage of troops, towing and general service purposes for which great strength, stability and handiness were demanded by the authorities. In all these qualities the vessel passed the severest admiralty tests by a large margin, and easily maintained a speed of over 10 knots an hour against the contract speed of nine knots only.

The *Victoria* is 65 feet long by 14 feet beam and is fitted for navigation both inside and outside harbour limits, the bows having a good flare to give ample deck space and seaworthiness. There is a deck cabin, neatly upholstered and all the deck fittings such as bollards, fairleads, etc., are specially heavy and of polished brass. The funnel casing is also of polished brass giving the vessel a very smart appearance.

The engines are compound surface condensing working at 140 lbs. pressure, and throughout the three hours trials ran with perfect smoothness.

The vessel having passed the tests for stability, steamed to Murray Pier and embarked General Luard and Staff, and also the Naval Yard Inspectors who have supervised throughout the construction of hull, boiler and machinery. Four runs were made over the measured course in Kowloon Bay at an average speed of 2.5 knots, the indicator dingrams and other particulars taken from the engines proving highly satisfactory, and, with the coal consumption per hour, easily complying with all the contract conditions. Further runs were then made at full speed and an average of over 10 knots per hour was maintained, the vessel being subsequently tested for turning, reversing and general manœuvring to the entire satisfaction of the inspectors.

JUDGE'S MISTAKE.

ORDERED OUT "CHILD" A CHAMBERMAID.

During the hearing of a divorce case Mr. Justice Swift noticed a small girl standing among other persons in the well of the court.

Mr. Justice Swift: Someone take that child out of court. Whatever one may think about other spectators, this is not the proper place for children.

The "child" was promptly ushered out of court.

Mr. David White (counsel): I rather think, my lord, she is my witness, a chambermaid from an hotel. (Laughter.)

Mr. Justice Swift: Oh, well, if she is sufficiently old to be a chambermaid at an hotel, she is old enough to come back into court. (Renewed laughter.)

SEVEN MEN IN THAMES.

TWO PULLED OUT BY THEIR HAIR.

A dramatic story of the rescue of several men from the Thames was told at an inquest at Chelsea on William James Davies, aged 25, of Shepherd's Bush, and Walter James Ward, 27, of St. Leonard's-road, Poplar.

It was stated that seven men who were driving piles into the river at Lot's-road power station went ashore in a small dinghy, which collapsed in about 10 feet of water.

Thomas William Tinkler, a contractor's foreman, said he saw several men struggling in the water, and a lighterman and himself went to the rescue in a large boat. The men who could not swim hung on to those who could. He caught two of the men by their hair and pulled them into the boat. One was pulled out with a boat-hook, two swam to safety, and one was left in the boat afloat. The dinghy only dipped and righted itself again.

A carpenter named Rees said when he started to swim three or four men got hold of him and dragged him under the water. When his feet touched the bottom he struggled free.

It was stated that the two drowned men apparently could not swim. A verdict of Accidental Death was returned.

EXCHANGE.

CLOSING QUOTATIONS.

August 23rd, 1927.

On London.—		
Telegraphic Transfer	1/11⅜	
Bank Bills, on demand	1/11	7/16
Bank Bills, at 30 days' sight		—
Bank Bills, at 4 months' sight		1/11⅜
Credits, at 4 months' sight	2/0	7/16
Documentary Bills, 4 months' sight	2/0	9/16
On Paris.—		
Bank Bills, on demand		1,205
Credits, 4 months' sight		1,230
On New York.—		
Bank Bills, on demand		47⅛
Credits, at 60 days' sight		47⅜
On Bombay.—		
Telegraphic Transfer / Bank Bills, on demand		131
On Calcutta.—		
Telegraphic Transfer / Bank Bills, on demand		131
On Shanghai.—		
Bank Bills, at sight		79½
Private, 30 days' sight		—
On Yokohama.—On demand		100
On Manila.—On demand		95½
On Singapore.—On demand		84½
On Batavia.—On demand		113
On Haiphong.—On demand		—
On Saigon.—On demand		nom.
On Bangkok.—On demand		95½
Sovereigns, Bank's Buying rate		$9.90
Gold Leaf, 100 fine, per tael		—
Bar Silver, per oz.		24 15/16

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OBTAINABLE EVERYWHERE.

THE RESIGNATION OF CHIANG KAI SHEK.

RE-UNION BETWEEN HANKOW AND NANKING?

GENERALISSIMO OFFERED A SUBORDINATE POSITION.

TROOPS DISHEARTENED BY KUOMINTANG DISUNION.

[By GEORGE E. SOKOLSKY.]

SHANGHAI, August 16th.

General Chiang Kai Shek's resignation did not come as a surprise as the negotiations between Hankow and Nanking made such a resignation inevitable if there were to be union between the contending factions of the Kuomintang. A series of telegrams had been exchanged between Nanking and Hankow through the mediation of Marshal Feng Yu Hsiang. At first, the civilian members of the Nanking Government defended General Chiang's position and asked that the blame for the split be placed on them as he was at the front and was not responsible for what happened. The last telegram from Canton agreed with the Hankow contention that all who were responsible for the split should remove themselves from the political scene.

The split between Nanking and Hankow was largely a personal quarrel between General Chiang Kai Shek and Borodin. As the split developed everybody in the Kuomintang was dragged in on one side or the other. The result was that a number of personal feuds came into being which impeded coalition and which resulted in the failure of the Chengchow and Hsuchowfu conferences over which Marshal Feng Yu Hsiang presided.

Preliminaries to Reunion.

Hankow took the first steps to satisfy Nanking's demand; Borodin and all the Chinese Communists were excluded from the Hankow Government. Hsu Chien, Ten Jan Dah and all the bitter opponents of Nanking were forced to leave Hankow. Hsu Chien, for some time, stayed at Chengchow and Loyang with Marshal Feng Yu Hsiang but he has now disappeared. Hankow, having taken these steps, expected Nanking to follow suit by sending away General Chiang Kai Shek, but Nanking took no overt notice, whereupon the Hankow armies began to march against Nanking.

From the standpoint of the politics of the situation, Hankow had much in its favour. It had contended that the discipline of the party must be upheld and that if any member were dissatisfied with the party's decisions, he should fight from within. Chiang Kai Shek had refused to submit himself to a Military Council and, therefore, was guilty of a breach of party discipline. There were many persons who sympathized with this point of view but who were opposed to the Communist affiliations of Hankow. As soon as Hankow drove out the Communists and Borodin and even made the sacrifice of letting General Galen go, there was no longer any explanation for the split, except the personality of General Chiang Kai Shek.

A Pertinent Question.

From the military standpoint, the presence of General Chiang Kai Shek involved the party in even greater difficulties. The fall of Hsuchowfu was due, not so much to the superior fighting qualities of the northern troops, but rather because the principal armies of the Nanking Government were withdrawn from Northern Kiangsu to meet the attack from Kiangsi. Since the fall of Hsuchowfu, Marshal Sun Chuan Fang has been occupying increasingly more territory, until he is within reach of Pukow.

Members of the Kuomintang asked, "Is it advisable that we should spend our energy fighting our own troops, our brothers from Hankow, while the Northerners defeat us in Kiangsu? In that case the entire Kuomintang cause is destroyed, both Nanking and Hankow being destroyed?" This question became increasingly acute as Chang Fa Kuei's 4th Army approached Nanking through Kiangsi, for how could the Cantonese and Kuangsi men of the 1st and 7th armies fight the Cantonese of the 4th Army, when at the same time Shantung and Chihli troops were attacking their capital?

Friday Night's Scene.

At Friday night's meeting, the necessity for union was emphasized. The exact conversation preceding the suggestion that General Chiang Kai Shek take the subordinate position of Commander of the Eastern Route Army is not known to me, but that offer was made. General Chiang then resigned his post as Commander-in-Chief of the Nationalist Army. For some minutes not a word was said by anyone present. Then an unimportant member of the Council arose and discussed the importance of union with Hankow and the necessity of all Kuomintang members being good friends again. General Chiang thereupon rose, left the room, and took a special train to Shanghai.

He arrived here on Saturday morning and so far as is known spent most of the day with Mr. Chang Ching Kiang, his chief political adviser. It is also known that he saw other intimate friends, mostly opponents of the Nanking *regime*. Yesterday, it was announced that he had left for Ningpo.

Almost the entire Nanking Government arrived here Sunday morning and a whole day conference was held to consider the new situation.

Ostensibly, the Government came here to request General Chiang to return to his office, but that is only Chinese "face," as if the members of the Government really wanted him back they had ample opportunity to say so on Friday night.

Military Concil to Succeed.

It is understood that a Military Council consisting of all the important military commanders including Feng Yu Hsiang and Tang Seng Chi will be appointed. At the present moment, General Li Chung Jen, commander of the 7th Army, is acting Commander-in-Chief, but it is uncertain as to who will eventually assume that office, as probably nothing will be done until the Hankow people and Marshal Feng's representatives arrive. It is clear, however, that this is an alliance of all the Cantonese (Kuangtung and Kuangsi) elements in the party. General Chang Fa Kuei, for instance, has already announced that he has subordinated himself to General Li Shih Shan, commander of the troops in the city of Canton, which is a polite way of rejoining Nanking politically through the Cantonese group rather than by allegiance to the army over which Chiang Kai Shek presided.

The union of Nanking and Hankow may now be assumed. But the entire political situation is naturally obscure, because it is still uncertain who else will resign and how the various positions will be apportioned. A meeting of what may be designated as the Shanghai Tammany took place in a house in the French Concession on Saturday night to consider the new situation in this city. Most of the outrageous acts committed here by the Shanghai Tammany were done in the name, but perhaps without the knowledge, of the Commander-in-Chief, and some of these men are already growing nervous as to what might happen to them.

Fall of Yangchow Denied.

As regards the fighting in Northern Kiangsu, the Nationalists deny that Yangchow has fallen and they expect immediately to send their best troops, the 1st and 7th armies, against Marshal Sun Chuan Fang. As soon as the 4th Army can arrive, it also will be sent into the field. Nanking expects in this way to have Kuomintang troops fighting against Marshal Sun, so that there is less dependence upon acquired troops.

At the same time, it is announced that Marshal Feng Yu Hsiang's troops have reached Tsining in Shantung and that he will attack Marshal Sun's rear. Marshal Feng's excuse for being slow to act has been that, while there was a split, he could not risk dividing his forces as the Fengtien troops might attack him along the Kinhan line but that now that General Tang Seng Chi will be free to defend the Kinhan line, he is expected to strike at the north through Shantung and attempt to reach Peking by the Tientsin-Pukow line.
—*North China Daily News.*

BOLSHEVIST LIES AT SHANGHAI.

PERNICIOUS POSTAL PROPAGANDA.

HUMOROUS IN ITS EXTRAVAGANCE.

One of the most childish pieces of propaganda work ever attempted in Shanghai has come to the notice of the Municipal Police who are at the present time engaged in tracing the perpetrators. The propaganda is of a highly anti-British nature and is also directed against the officers of the British Defence Force, the Home Government and organized society. Those who were responsible for the distribution of the pamphlets in this city and, possibly, in other parts of China have gone to considerable expense and have resorted to the mails for spreading their pernicious doctrines.

Childish Accusations Against Defence Force.

Many local residents have lately received letters addressed to them personally but lacking any postage. These persons were highly incensed upon opening the letters to find they contained nothing more than several leaflets of a wicked character and directed against the discipline and good behaviour of the Shanghai Defence Force. The envelope in which this propaganda was posted bore the printed name of Kelly and Walsh, the well-known firm of stationers and booksellers in Shanghai, on the back and complaints were made to this firm.

Naturally enough the firm had not the slightest knowledge of the matter and immediately placed it in the hands of the local Criminal Investigation Department. The envelopes are of a type used in some instances by Messrs. Kelly and Walsh but they stated that the envelopes were printed by some outside party and had never belonged to the firm.

It is believed that the police will be successful in tracing the authors of these documents and bring them to justice. There is no doubt that the propaganda was meant mainly for distribution among the foreign troops at present stationed in China and already a good quantity of it must have been distributed in this quarter.

Mischievous Lies.

Amongst other things the leaflets attempt to belittle the efforts of the Shanghai residents to entertain the troops since they have been in Shanghai and claim that the men have been treated "worse than dogs."

It is not the sort of thing that the troops will appreciate in view of the hospitality extended to them by local residents and scarcely any of them would pay the slightest heed to such nonsense.

Nevertheless, it is the kind of propaganda that must be stopped at all costs and the police are making every effort to establish the identity of the authors.

SHANGHAI MARKET COLLAPSE.

"THOROUGH INVESTIGATION."

TO BE UNDERTAKEN BY CHINESE AUTHORITIES.

In connection with the collapse of the Dongkawan market in the Chinese City, it is learned from very reliable sources that the Shanghai and Woosung Municipality has ordered a thorough investigation and the institution of legal proceedings against the persons who built the structure.

Bad Work and Carelessness.

An official statement has been issued by the Municipality which says that the market was built in 1922, during the *régime* of General Ho Feng Ling, then Commissioner of Defence for the Shanghai and Woosung Districts. Building operations were supervised by Yao Ts Tsao, who was then director of the Public Works Department. "Now," says the statement, "only five years have elapsed, and the building has collapsed." This is due to bad work and carelessness.

The Bureau of Public Peace and Safety and the Bureau of Public

(*Continued on next Column.*)

Welfare are, therefore, ordered to conduct a thorough inquiry and to take steps with a view to punishing the offenders concerned. The dead are to be taken care of by the Bureaux of the Public Welfare, Public Health, and Public Peace and Safety, and those who were injured must be given treatment by the Baueau of Public Health. In the meantime, steps must be taken to afford relief to the sufferers and to the families of those who died."

At a meeting of the Municipality it was decided that the families of the dead and those who were injured should be indemnified for their sufferings and that the injured should receive medical treatment. A further decision was that the Bureau of Public Works should arrange for the reconstruction of the market building.

Many of the hawkers are back at their old places and business is being done as usual. Most of them have erected temporary shelters, pending the completion of a new building.

From the different hospitals, it is learned that there have been no further deaths among those who were detained and that most of the injured people are making satisfactory progress.

QUEEN'S THEATRE
TO-DAY AT 2.30, 5.10, 7.15 & 9.20.
VILMA BANKY and RONALD COLMAN
IN
THE DARK ANGEL
FOURTH REVIVAL PICTURE.

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BUSTER KEATON
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TO-DAY ONLY
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[A.P.B.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rugby, August 22nd.
Paris	124
New York	4.86 3/16
Brussels	34.93
Geneva	25.22
Amsterdam	12.13½
Milan	89.25
Berlin	20.42
Stockholm	18.11
Copenhagen	18.15
Oslo	18.67
Vienna	34.49
Prague	164
Helsingfors	190¾
Madrid	28.81
Lisbon	2 7/16
Athens	371
Bucharest	790
Rio	5 55/64
Buenos Aires	47 29/32
Bombay	1/5 27/32
Shanghai	2/6½
Hong Kong	1/11⅞
Yokohama	1/11¾
Silver (spot and forward)	25 5/16

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[A.P.B.12]

WHITEAWAYS

LAST TEN DAYS OF WHITEAWAY'S GREAT SALE

DO NOT MISS THE BLUE TICKET BARGAINS.

WHITEAWAYS

THE STORE FOR VALUE.

DALBANK SEALS.

ORDERED TO BE REMOVED.

CHARGE AGAINST MANAGER DISMISSED.

DEALINGS WITH COMMUNISTS NOT PROVED.

SHANGHAI, August 16th.

The seals which were placed on the doors of the Far Eastern Dalbank by order of the Chinese Provisional Court on July 15th were ordered to be removed by Judge Liang yesterday afternoon following an application by Attorney Willam S. Fleming. A charge of aiding and abetting the Communists with articles necessary for war contrary to Article 104 of the Chinese Provisional Criminal Code which was brought against Manager Fromberg of the Dalbank earlier in the afternoon at the instigation of the Chinese authorities was also dismissed, the Court expressing itself satisfied that the evidence against Fromberg was inconclusive.

Mr. Fromberg was "requested to attend" the Provisional Court through his attorney and answered a number of questions put to him by Judge Liang regarding banking transactions between the Dalbank and the Central Bank of China involving nearly two million dollars. Following Fromberg's testimony Attorney Fleming delivered an address to the Court after which the acquittal was rendered and an order made that the seals be removed forthwith.

Prior to Mr. Fromberg being called Mr. Chang Nieh Yun, Chinese attorney representing the Committee of Investigation into the activities of the Dalbank, addressed the Court on the findings of that Committee at great length in Chinese.

The Prosecution.

Mr. Fromberg was informed that according to these findings there were several points which required clearing up. "The Chinese Government has charged you with dealing with the financial agents of the Communists," Judge Liang told the accused. "The suspicious circumstances were discovered during the investigation of the bank's books. The first of these was a remittance from the Hankow Central Bank and another from Moscow. The books show that over $2,000,000 was remitted to the Dalbank from the Hankow Central Bank between April and July this year. Is that correct?"

Mr. Fromberg: "I suppose it is. I cannot state offhand."

Continuing, Judge Liang enumerated a number of different items taken from the books which stated that the following remittances had been made:—

In April, over $100,000;
In May, over $600,000;
In June, over $1,200,000;
In July, until the 15th, $150,000.

Part of this money had been remitted by cable and the rest by means of drafts. Between $400,000 and $800,000 had been paid on drafts payable to bearer. There was no information as to who had received these amounts which were from $30,000 up to $500,000, with two over $100,000.

"It is not according to the usual banking practice to make large drafts payable to bearer, is it?" asked His Honour. "Can you explain why your bank does it?"

Mr. Fromberg explained that the drafts were drawn by the Central Bank of China but before payment was made "test cables" had been sent to verify all such drafts.

"But you are not the agent of the Central Bank of China," said His Honour, "and you were not therefore bound to follow their practice."

"We were their correspondents," replied Mr. Fromberg, who went on to explain that he had no specific contact but worked on the usual banking agreement. He repeated that he could not recall to whom these amounts had been paid, saying "the Committee of Investigation could have found out by looking on the backs of the drafts."

"Is any address given on the backs of the drafts?" asked Judge Liang.

"That is not usual," answered Mr. Fromberg.

Moscow Draft.

Mr. Fromberg was then questioned with regard to a remittance of $1,100,000 from Moscow to Shanghai to be transmitted to Hankow on July 4th last. This he explained was to be sent to the Centrosoyus, a British tea firm.

"Did you knowingly have any relations with any Communists?" asked Attorney Fleming of his client.

"No," said Fromberg.

"Did you know the political affiliations of these holders of payable to bearer drafts?"

"No."

(Continued on next Column.)

Attorney Fleming then addressed the Bench in defence of the accused and said that whereas Attorney Chang had deemed a remittance from Moscow to Hankow of $1,100,000 a "suspicious circumstance," yet Moscow probably remitted anything from $50,000,000 to $100,000,000 to banks in New York and London in the course of a year. Russia has a treaty with China and therefore has a much better right to carry on banking transactions related to trade such as this remittance from Moscow to Hankow was.

Counsel submitted that the Dalbank's transactions had been no different from any other banking transactions in any other part of the world. He submitted that the Investigation Committee's report had not made out a case against the Dalbank in any sense. "The Court cannot be influenced by its suspicions," he said, and asked that the Court order the removal of the seals from the bank and discharge it from further restraint.

Court's Decision.

The Court did so, rendering the following decision:—

"This case was brought before the court by the Chinese authorities against the accused bank on a charge of having violated Article 104 of the Criminal Code of the Republic of China, to wit, "that the said accused bank is alleged to have been acting as a financial agent of the Communist Party by supplying and remitting funds to Communist agitators here in Shanghai and Hankow, thus knowingly assisting persons who are making preparations for the commission of an offence against the internal security of the state.

In view of the gravity of the charge the Court has, at the inquest of the Chinese authorities, deemed it necessary to adopt adequate measures to prevent evidence from being removed from or destroyed in the premises of the accused's bank and has accordingly ordered its temporary sealing in order to enable a thorough investigation to be made. As the Investigation Committee, instituted by the government has not found conclusive evidence to prove the charge, it is hereby decided that the charge shall be dismissed and the seal be removed from the accused bank as from to-day."

FOR THE SERVICES.

THE NAVAL AND MILITARY Y.M.C.A'S.

ENTERTAINMENT PROGRAMMES FOR THE WEEK.

A series of attractive entertainments has again been arranged for Service men at the Naval and Military Y.M.C.A's.

On Monday night there was a sing-song at the "Cheer O," a feature in the weekly programmes which is becoming more popular each time on both the Hong Kong and the Kokloon side.

Last night there was the weekly Tuesday concert at the "Cheer O," while at the "Better 'Ole," Kowloon, there was a whist drive.

The programme for the remander of the week is as under:—

To-day:—"Cheer O": Whist drive, 7.15 p.m.; "Better 'Ole": Sing song, 7 p.m.; Rope Factory: Concert by the "Revellers" Concert Party, 7 p.m.; Hankow Bks., Shamshuipo: Concert by the "Squeakettes" Concert Party.

To-morrow:—"Cheer O": Informal dance, 7 p.m.

Friday:—"Cheer O": Concert, 7 p.m.; "Better 'Ole": Variety concert, arranged by the Entertainment Committee, 7 p.m.

Saturday:—Launch Picnic: Tickets, 50 cts. including tea. Leave Queen's Pier, Hong Kong, at 2.15 p.m. Leave Kowloon at 2.30 p.m.

Sunday:—Men's Meetings: "Cheer O," 7.45; "Better 'Ole," 8 p.m.

JAPAN'S TRADE IN JULY.

BIG EXCESS OF EXPORTS.

The Japanese Consulate-General, Hong Kong, informs us that the foreign trade of Japan during July shows an eight million yen excess of exports over imports. Last July there was an excess of 21 million yen of imports over exports, due to the decline of raw cotton, etc.

The financial market in Japan despite the straightenings out of bank failures and the favourable conditions in the export trade, etc., was not active owing to the decline of rice prices and dull tone of silk market, etc., however, the trade in the first half of August became more active.

Foreign trade during July:—Exports, 169 million yen; imports, 161 million yen; excess of exports, 8 million yen.

Trade with China during July:—Exports, 38 million yen; imports, 16 million yen; excess of exports, 22 million yen.

MOTOR TRAFFIC CASES.

ROUNDING BEND AT HIGH SPEED.

A NEW-OWNER WITHOUT A LICENSE.

"Traffic Court" was held by Major C. Willson at the Central Magistracy yesterday three cases being brought before him.

The first concerned a young Chinese, named Lau Fook, who was charged with (a) dangerous driving, (b) failing to obey Police's signal and (c) with leaving his motor cycle combination unattended in Queen's Road Central. Defendant was represented by Mr. L. R. Andrews.

Defendant admitted the third charge but denied the first two counts. Evidence was then taken from Sergt. Moran, who said that on the afternoon of August 15th, he was on duty at the junction of Whitfield and Whitfield Road. He saw defendant's combination coming towards him bound for an easterly direction. Defendant was going at a very fast speed and witness put up his hand to stop him. Defendant paid no heed, but kept coming on and witness had to jump out of the way to avoid being knocked down. Witness also shouted to the driver to stop. The combination finally came to a stop outside a workshop some distance away.

Witness followed to the door of the garage and asked the defendant for his driving licence, but the man refused to show it, and ordered witness to leave the premises. The side-car passenger also said, "Yes, you get out," and, catching hold of witness's arm, tried to "help" him out.

Both men refused to give their names and addresses. At the time witness said he was with Sergt. Humphries, who was in plain clothes, and he would be called as a witness.

Replying to Sub-Inspector Alexander, witness said he had had previous experience of driving when he was in the Royal Air Force at Home.

Questioned by Mr. Andrews, witness said Whitfield was a controlled area, the speed limit being 15 m.p.h. He admitted that he had never driven a combination. Witness was asked questions as to the behaviour of a combination on rounding corners, Mr. Andrews remarking that he would call expert evidence to show that the machine could not have taken the corner leading into the workshop at the alleged speed without turning over.

Witness remarked that the corner was quite a wide one, and said that the driver did not sound his horn. He followed the defendant into the workshop to ask for his licence. He took the number of the combination straight away.

Asked to produce his book, witness queried whether Mr. Andrews was entitled to see it as it had not been produced in evidence.

Nevertheless the book was produced, his Worship remarking to Mr. Andrews that he was only entitled to see the number.

Mr. Andrews replied he wanted to see whether the number had been noted down first.

The case was adjourned for a week, when Sergt. Humphries will give evidence, and expert evidence on combination driving will be given by Mr. Getz, of Messrs. Alex. Ross & Co.

ACCIDENT NOT REPORTED.

For failing to report an accident, a Chinese motor-car owner was fined $5. He was defendant by Mr. Hing Shing Lo.

Inspector Alexander said that the defendant's car collided with a tram-car which was knocked off the rails in Des Vœux Road West. The Police received a report from the Tramway Company, but no report was made by the defendant, who, according to regulations, should have reported the matter at the nearest police station, which in this case happened to be No. 7 Police Station.

NO LICENCE.

Sapper Bray, of the Royal Engineers, who had just bought a motor cycle, was summoned for driving it without a licence.

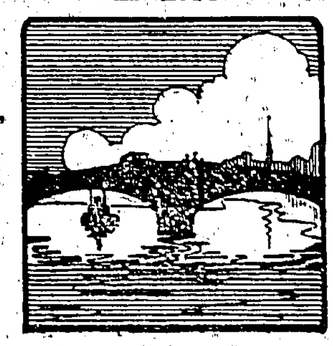
Defendant admitted that he did not possess a driver's licence. He said that he was merely taking a trial run preparatory to buying it when he would have applied for a driving licence. With regard to the machine, he believed that it was licenced until the end of the year, and that all he had to do was to give the police notice of change of ownership after the cycle came into his possession.

The Magistrate fined him $5.

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ON THE "RAWALPINDI."

PASSENGERS LEAVING YESTERDAY.

Among the passengers leaving early yesterday morning on the P. & O. *Rawalpindi* for Europe was Col. Viscount Gort, V.C., D.S.O., M.V.O., M.C., of the Grenadier Guards, who has been appointed General Staff Officer, First Grade, Fourth Division, in succession to Col. B. B. Crozier, and has been serving as Chief of Staff to Major-General J. Duncan, commanding the Shanghai Defence Force.

Viscount Gort is succeeded at Shanghai by Lieut.-Col. J. McD. Haskard, C.M.G., D.S.O., as G.S.O. (1) of the Shanghai Defence Force. The latter Officer is at present in Tientsin commanding the East Yorks.

Other Passengers.

Other passengers on the vessels from Shanghai, include: Major E. C. A. Glunicke, Capt. N. A. Johnson, Father King, Col. Melklejohn, Father Mangam and Dr. and Mrs. A. J. Reid Taylor.

From Hong Kong leaving on the *Rawalpindi* there was included in the list:—Nursing Sister Adams, Mrs. E. E. Aris, Mr. C. Bennett, Mr. A. N. Burden, Mr. J. Chayter, Mr. A. Costigan, Mr. W. P. Goldsmith, Mr. B. Kemp, Mr. C. R. Kerr, Major C. A. Lucas, O.B.E., Major F. H. Linton, D.S.O., Mr. G Peterson, Mr. and Mrs. J. J. Quinn, the Rev. and Mrs. H. S. F. Rossiter (of the Wesleyan Church) and Mr. J. W. Wearing.

ON THE "McKINLEY."

SOME OF THE PASSENGERS.

The s.s. *President McKinley* arrived at Hong Kong on Monday evening from the North, and among the passengers on board were the following:—

Mr. and Mrs. W. F. Arndt, with Dollar S.S. Company at Shanghai, *en route* to Canton.

Mr. D. A. Gibbs, Manila lawyer, returning from months in the States.

Mr. W. Gordon, with Canadian-American Shipping Company of Vancouver, *en route* to Manila.

Mr. E. H. Johnson, with Ligget and Myres Tobacco Co., *en route* to Manila for four years.

Mr. B. V. Bush, with Eastman Kodak Co., *en route* to Manila.

On the "Russia."

Arriving on the *Empress of Russia* on Monday from Manila were included in the passenger list: Colonel J. N. Wolfson, member of the firm of Wolfson and Wolfson, disembarking here, and M. Benno Moiseiwitsch, the famous Russian pianist, who recently gave recitals in Hong Kong, and who has been to Manila giving a series of recitals there. He is now *en route* for the North.

THEATRE ROYAL.

"OUR CABARET."

The successful Company "Our Cabaret" will be performing for three nights at the City Hall commencing to-morrow (Thursday), when three complete changes of programmes will be presented including many new items.

Amongst the sketches played will be one entitled the "Disorderly Room," the famous military burlesque written by Billy Bray and William McKillop first played in England in 1914; then played along the Western battle front 1915-19. It is being given for the first time in the Far East with Billy Bray in his original part.

Plans now open at Moutrie's.

FORMALIN POISONING.

SHIP OFFICER'S TRAGIC END.

"TOOK THE WRONG GLASS."

An inquest was held yesterday at the Central Magistracy on the late Mr. John Ibbetson, chief officer of the s.s. *Tai Lee*. Major C. Willson sat as Coroner with a jury.

The deceased, it may be remembered, was found dead in his cabin while the vessel was in port here on August 11th. At the inquest yesterday, evidence given by Capt. Midgeley and the second engineer was to the effect that the deceased was apparently in good health on that morning. He went to the bridge deck at about 7 a.m. and asked the skipper when he was going to be signed off that morning. The Captain told him to pull himself together and go to see a doctor. Dr. Woo was recommended to him by Mr. Hayley, second engineer of the vessel, and the deceased said that he would go to consult the doctor at 11.30 a.m.

At about 11.10 a.m., Mr. Hayley went to deceased's cabin to remind him that he was to go to the doctor. Mr. Hayley found the cabin door wide opened and the deceased was reclining on his bunk and appeared to be fast asleep. Mr. Hayley called out to him and on having no answer, gently shook Mr. Ibbetson, but he found that his body was cold. The Captain was summoned, who applied "the looking glass tests" and found that Mr. Ibbetson was dead.

Analyst's Evidence.

Mr. E. R. Dovey, Government Analyst, said that he received a glass tumbler and a bottle from the Police. The bottle contained 14 fluid ounces of formalin. The glass tumbler also smelt strongly of formalin. The bottle was of one pound size, and it was deduced that the deceased must have swallowed two ounces of the fluid. Witness said that one ounce of the formalin was sufficient to cause death.

In the afternoon of the same day, witness received from Dr. Cannon, the stomach, intestines, liver, kidney and heart of the deceased for analysis. The stomach was found to be empty but traces of formalin was found. It also smelt of formalin. The heart was of a dark colour, congested and hardened. Formalin was also discovered in the walls of the stomach, in the intestines and liver.

Use of Formalin.

In reply to the Coroner, Mr. Dovey said that Formalin is used as an antiseptic, for the treatment of wounds and for prickly heat. It was never used internally. Formalin could freely be bought and is largely used by photographers for hardening plates. Its commercial strength is 40 per cent. He had only known of two or three cases of poisoning from this drug.

Further evidence showed that the deceased had two glass tumblers in his cabin, one of which contained water and the other formalin, which he had poured out for some purpose. It was surmised that he drank from the wrong tumbler.

The jury returned a verdict of death by misadventure through accidental poisoning.

RAUB MINING CO.

FIVE PER CENT. DIVIDEND.

Messrs. Carroll Bros. have been advised by cable that the Raub Australian Gold Mining Co., Ltd., has declared a dividend of 5 per cent. (about 47 cents per share) payable on September 30th.

THE TOLL OF THE SEA.

COASTING STEAMER SINKS DURING TYPHOON AT ST. JOHN'S ISLAND.

TWENTY-FOUR OF THE CREW MISSING.

LATEST REPORTS OF DAMAGE AND CASUALTIES.

It could hardly be expected that a typhoon of such intensity and spread over so wide an area would pass without taking toll of deep sea shipping.

So far the only sea going vessel whose loss has been reported in the s.s. *Chung Hing*, a small Chinese coaster that sunk, rather mysteriously, at St. John's Island after the worst of the gale was over. The s.s. *Sun Kong*, which had been anchored near her was getting under way when she heard cries of distress and was able to rescue 30 out of the 54 persons aboard. Presumably the ill-fated vessel must have sprung a leak, gradually filled and she sank unexpectedly.

Repulse Bay shows a sorry scene of wreckage, but in the Kowloon and Victoria districts everything has been put to rights The building that threatened to collapse into Des Vœux Central has been shored up and the tram service is running as usual.

THE SINKING OF THE "CHUNG HING."

News of another typhoon tragedy was brought to Hong Kong yesterday when the s.s. *Sun Kong* returned from Kwong Chow Wan. It told of the sinking of a Chinese steamer, the *Chung Hing*, commanded by Captain Leung Sai Kong, at St. John's Island early on Sunday morning. No fewer than 24 persons are missing. Fortunately for the ill-fated vessel, the s.s. *Sun Kong* was nearby and rescued 30 of the crew.

The ill-fated *Chung Hing* was a vessel of 249 tons and plied between Hong Kong and Kwong Chow Wan. She was owned by the Hong On S.S. Co., of No. 3, Des Vœux Road West.

The master of the steamer was among those saved and his story is that on the 19th at 12.50 p.m. the *Chung Hing* left Kwong Chow Wan for Hong Kong with a cargo comprising cattle, 250 pigs, and 10 crates of chickens, and 1,477 packages of straw mats.

About midnight the barometer fell and he decided to take shelter at St. John's Island, as he saw that a typhoon was threatening. On the 20th he let go first the starboard, and then the port anchor. The pigs were thrown overboard to lighten the ship but the steering gear broke, and the ship got out of control, and was wrecked.

The master stated that out of a crew of 54, twelve were lost. Of fourteen super-cargoes, twelve were reported to be missing.

The ship is valued at $40,000, and the cargo at about $30,000.

Mr. Lai Kwong, master of the s.s. *Sun Kong*, which stood by and effected the rescue made an official statement to the Harbour Authorities as follows:—

I beg to report that the s.s. *Sun Kong* sailed from Kwong Chow Wan to Hong Kong on the 19th instant at 12.40 p.m. During the voyage, at midnight, the barometer dropped, and at 6.20 a.m. next morning I turned to Sam Tong and anchored for shelter. At the same time the s.s. *Chung Hing* also anchored there, but up to 10 p.m. the typhoon was blowing, and at 6.30 p.m. it became strong. I saw the barometer right down, so I put 96 heads of pigs and 34 baskets of eggs overboard from the deck, and at 7.30 p.m. the typhoon slowly passed away, and we got to safety at last.

On the 21st, at 1.30 a.m., I heard cries for help from the s.s. *Chung Hing*, and saw that she had sunk, so turning near her I made rescue of 27 seamen and two super-cargos, and carried them to my ship.

On the 22nd at 5 a.m., sailing from Sam Tong to Hong Kong, I arrived here at 3.45 p.m. to-day. I am sending those rescued seamen to their Company's office.

A *Daily Press* representative interviewed Mr. Lai Kwong yesterday. He said that he was unable to account for the sinking of the *Chung Hing*. The two vessels took shelter at the same time and were abeam of each other, about three hundred yards apart. The place, which is called Sam Tong in Chinese, provides safe shelter from the wind and tide. The depth of water was less than three fathoms and owing to the muddy bottom, there was no danger of a ship going aground.

After the typhoon had blown out its worst, both vessels made preparations to get underway and continue their journey. The *Sun Kong was* steaming out slowly when cries of distress were heard from the *Chung Hing*. The *Sun Kong* immediately made towards the ill-fated ship and found her submerged to the bulwarks. The *Chung Hing's* crew were all on board and it proved an easy matter to transfer them to the *Sun Kong*. As a matter of fact, those who were rescued had not even got wet.

Mr. Lai Kwong said that he learned from the survivors that the compradore, the third engineer, the shroff and nine members of the crew were drowned. None of the survivors could account for the sinking of the ship. It was presumed that the drowned men were fast asleep in their berths and were unable to get on deck before the ship submerged.

The ship was in three and a half fathoms of water and the bridge of the ship was showing. At low water, the top deck of the *Chung Hing* was above the surface.

The barometer reading on the *Sun Kong* when the "blow" was at its worst, was zero. The lowest reading on the instrument on board the *Sun Kong* is 28 inches and by "zero," Mr. Lai Kwong must have meant that the pressure had dropped lower than that.

LOCAL SHIPPING CASUALTIES.

VESSEL BLOWN ASOHRE AT CHEUNG SHA WAN.

The master of the *Man Sun*, a Chinese vessel, which has been laid up at Cheung Sha Wan, near Stonecutters Island, for nearly a year, reports that the vessel was blown a mile from anchorage on the 20th during the height of the "blow." As a result she was thrown on to the rocks and totally wrecked. All efforts to save the vessel proved unavailing, but the five men on board were able to get to safety.

The owner places the value of his vessel at $10,000.

FISHING BOAT CAPSIZED.

The capsizing of a fishing boat on Saturday caused the death of five fishermen according to a report made to the Aberdeen Police by a survivor. It appears from his story that the boat was on a voyage from Lochnasan to Pötoi Island, off Stanley. There were seven men on board at the time when a strong gust of wind caught the craft and capsized her.

Of the crew of seven, five were washed away. The other two held on to some wreckage and after drifting for eight hours were picked up by another fishing boat.

"TAIKOO WANYI" REFLOATED.

The s.s. *Taikoo Wanyi* which went aground during the typhoon at Kowloon Bay was refloated yesterday. She was towed into Taikoo Docks early in the morning.

The extent of the damage was not ascertained yesterday, but it was believed that some of her plates have been battered for she was making water in her after hold, which had to be pumped out before she could be refloated.

MATSHEDS AT REPULSE BAY WRECKED.

RESERVOIRS OVERFLOWING.

Although Castle Peak weathered the "blow" wonderfully well as regards its matsheds, a visit to Repulse Bay gives a very good idea of the force of the wind. The beach presents a scene of wreckage. Matsheds were twisted into fantastic shapes, and others, more exposed, were wholly demolished. Hardly one has escaped damage or some sort, some are down, others have roofs off, partly off, or walls down. The new public bathing matshed has "gone west."

THE RESERVOIRS "LIKE NIAGARA FALLS."

With over seven inches of rain during the week-end, the reservoirs are overflowing.

A resident who paid a visit to Tytam Tuk reservoir on Sunday told a *Daily Press* reporter yesterday that the water was rushing out of it. "It looked like Niagara Falls," the visitor said.

(*Continued on next Column.*)

TROUBLE IN HAIPHONG.

ANTI-CHINESE RIOTS RUMOURED.

NO OFFICIAL INFORMATION.

Reports have been current in the Colony, through telegrams received by Chinese merchants, that a riot has broken out in Haiphong, the French Indo-China ports, and has resulted in the wounding and killing of a number of Chinese.

One report stated that one Chinese was killed and over twenty wounded. Another report said that natives, who have a long standing feud with Chinese who have immigrated into Indo-China have killed several hundred Chinese, burning and looting their shops.

The question of the advisability of sending further cargo to Indo-China for the time being, as the authorities have not yet got the very serious situation fully in hand is being debated by the Chinese Chamber of Commerce, and it is probable that the matter will come up for discussion at to-day's meeting. On enquiry at the French Consulate General yesterday, we were informed that no official communication had been received from Haiphong. There had been many callers, principally Chinese merchants wishing to know whether it was advisable to ship cargo to Haiphong.

The Consulate has cabled to Haiphong asking for details, but up to last evening there had been no reply received, it is believed that there may have been minor trouble, but that the reports have been of a very exaggerated nature.

The Compagnie des Messageries Maritimes, the Po Hing Tai and other Chinese steamship companies who trade with the Indo-China port do not appear to have received any information.

CHARGE AGAINST POLICE RESERVIST.

LENT INSIGNIA OF OFFICE TO FRIENDS?

A Chinese police reservist, named Lai Kim Ying, was charged at the Central Magistracy yesterday morning with breach of the regulations by handing over his Police Reserve pocket book and two metal crowns to two men to enable them to gain admission to the Taiping Theatre without purchasing tickets.

Henry Kwok Yu alias Yun Kim Kung was charged with the unlawful possession of two metal Crowns of the description issued to a Police Reservist.

This last defendant was represented by Mr. C. A. S. Russ.

All three defendants entered pleas of "not guilty," except the second defendant who said that the pocket-book came into his possession without his knowledge. He stated that he had been to swim that afternoon, and the first defendant wore his coat by mistake and left the pocket-book in his jacket.

Hearing of the case was fixed for Friday afternoon, at 2.15, and defendants were allowed bail in the sum of $100 each.

SAFE AGAIN.

WEAKENED BUILDING SHORED UP.

Reference was made yesterday to the danger of a collapse of a large Chinese stores—the New Chen Kwong Company—in Des Vœux Road Central, through the pillar of a first floor verandah ominously cracking. This caused a suspension of a through tram service direct from Whitty Street to Causeway Bay or Happy Valley, trams from Whitty Street having to stop at the Western Market, and from the eastern district at the Post Office or at the Central Market. This continued all through Monday evening, while shoring operations were carried out to the pillar and the verandah itself.

Yesterday it was noticed that the building had been made safe, until the weakened pillar can be properly dealt with, and the trams were again running past the store. Passing the spot in question the trams slowed down to lessen vibration.

The long suspension of the lower level tram service on Saturday was due to the fact that the line was blocked by fallen branches, water and *débris* at various points, and also a number of wires had fallen across the live overhead tramway wires. In view of this the Company decided that it was not safe to resume the service until Sunday morning, when the obstructions had been cleared way.

THE THREAT FROM KIANGSI.

"RED" FORCES ADVANCING.

ALLIANCE BETWEEN KIANGSI AND KWANGTUNG?

According to a report from Swatow, the "Reds" led by Ho Lung and Yeh Ting, who were recently defeated by General Chang Fat Kuei at Nanchang are advancing on the Kwangtung border from Southern Kiangsi. They are said to have occupied Lungchun, in the North-east of Kwangtung. The Canton Government views the situation with some alarm as the forces in Eastern Kwangtung, under General Ho Chei Wu do not number more than 3,000 and are not strong enough to hold the "Reds" invasion. The Canton Government has ordered a part of General Fan Shek Sang's troops now in North Kwangtung, to be despatched to the East River. General Wang Shiu Hung's forces in the southern section of Kwangtung have also been ordered to mobilise and move to Northern Kwangtung, where, if necessary, they are to reinforce those preparing to defend the Kwangtung-Kiangsi border.

Some anxiety is being caused by the fact that General Fan Shek Sang's troops, now stationed on the Kwangtung-Kiangsi border are, according to a report from Shiukwan, still inactive. Recently he declared that he was leading his army towards Kiangsi against the "Reds" under Ho Lung and Yeh Ting, but after Marshal Chiang Kai Shek's resignation he suddenly changed his plan. It is reported that he is busily engaged in enlisting new recruits from Kwangsi and later he hope to run himself as a rival to General Li Tsai Hsin.

General Li Tsai Hsin was expected back in Canton yesterday or to-day. At General Li's request, so it is said, General Chang Fat Kuei, has left Nanchang, the capital of Kiangsi for Canton accompanied by Mr. Chen Ku Yu, General Li's representative. Some significance is being attached to the visit and it is thought that an alliance is being formed between Kwangtung and Kiangsi, placing Chang in control of the latter province.

The naval authosities at Canton have ordered the cruiser *Fu An* to be prepared to sail for Shanghai at any time and to join the squadron now operating against the Northern Armies.

The "King of Honam."

Some interest is attached to the attitude of General Li Fu Lin, Commander of the 5th Kuomintang Army, and popularly known as the "King of the Island of Honam (opposite Canton), in the present political crisis. So far he has not committed himself, but he has been holding lengthy conferences with his subordinates during the past few days. His policy has always been to keep his "kingdom" neutral and to that end he is always ready to acknowledge the existing government of Canton no matter what it may be.

With a view to assisting the Central Bank of China which is now going through a stormy passage, the Canton Government have prohibited the export of silver. No one is allowed to leave the province with more than $50 of silver coin on his person. Anyone attempting to infringe the law will have the money in question confiscated.

"AN OPIUM BABY."

A TELL TALE LULLABY.

PROUD MOTHER TO PAY UP.

The smuggling ingenuity of the Chinese is "hard to beat." A coffin, fully laden with opium, was once carried through the streets in Canton accompanied by a large number of mourners and friends. The usual "tom-tom" and banners which formed a funeral procession went with it. But someone in the "know," let the cat out of the bag and the result was that the drug was confiscated and a whole family dumped into gaol.

The trick employed by a woman to smuggle 110 taels of opium into Hong Kong was as follows. She was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday.

According to the story told to the Court by Revenue Officers, she was just coming out from the Sai On Wharf and had a baby strapped on her back. This in itself was nothing unusual to rouse the suspicion of anyone. It is quite a common sight to see Chinese women carrying babies on their backs. This woman, however, went one step too far which proved her undoing. The baby, or what was supposed to be a baby, was soundly asleep. It was not crying and yet the fond mother kept singing "Hush-a-bye, my baby" and repeatedly patted the child on the back.

She overdid her part, and was ordered to unstrap the baby so that the Revenue Officers could have a look at the naughty child. She did, because she had no alternative, and two parcels of opium fell out into the ready hands of the watchers. One of the parcels contained 80 taels of prepared non-Government opium and the other 30 taels of raw opium.

Mr. Lindsell fined her $9,000 with the alternative of nine months in gaol with regard to the prepared opium, and $2,000 or two months' gaol for possession of raw opium. The drug was confiscated.

MURDER OF MRS. MACKAY.

ECHO OF CHAI WAN CRIME.

CROWN CASE TO OPEN NEXT WEEK.

The charge arising out of the brutal murder, by two armed men, of Mrs. Mackay, wife of Mr. C. Mackay, a time-keeper at the Taikoo Dockyard at Chai Wan (Shaukiwan), is to develop another stage within a few days.

The Crown are ready to open the case against the two men held by the police. The Detective Department have completed their investigations and assembled a mass of evidence for the Crown solicitors. The first hearing has been fixed for Tuesday next, before Mr. R. E. Lindsell, at 11.30 a.m. and 2.5 p.m.

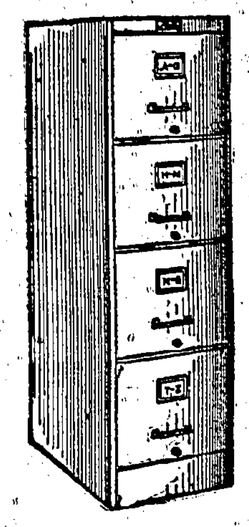
No fewer than thirty witnesses will be called during the hearing, but of this number several will only tender evidence of a formal nature.

The two men charged with the crime appeared on remand before Mr. Lindsell at the Central Magistracy yesterday morning, and Chief Detective Inspector Reynolds applied for a formal remand for another week.

Asked by his Worship if it would be possible to finish the case in time for the September Criminal Sessions, Inspector Reynolds replied that he thought so, as the evidence of the "small" witnesses would not take a long time.

In addition to fixing next Tuesday (mofning and afternoon) for hearing the case, Mr. Lindsell also set aside the following Thursday (at 11.30 a.m. and 2.15 p.m.).

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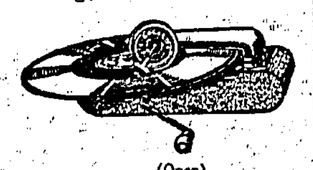
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NEW ADVERTISEMENTS.

LODGE EASTERN SCOTIA.

A MEMORIAL SERVICE for the Late Wor. Bro. D. C. LOGAN will be held at ZETLAND MASONIC HALL on SUNDAY, 28TH AUGUST, at 10 A.M. All Master Masons of both Constitutions are Invited to Attend. Morning Dress.

A. W. H.,
Sec.

5249]

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ON

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AT

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OR TO

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The Auctioneers,
No 8, DUDDELL STREET.

Hong Kong, 19th Aug., 1927. [5233

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APPLICATIONS for Admission to the above League must reach the Undersigned on or before the 31ST AUGUST accompanied by the Entrance Fee of TWENTY DOLLARS. No Club can be admitted to the League unless affiliated to the HONG KONG FOOTBALL ASSOCIATION.

W. E. HOLLANDS,
Hon. Secretary.

P.O. Box 231. [5207

HONG KONG FOOTBALL ASSOCIATION.

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IN Connection with the FAIR an Arts and Crafts Competition will be held, for which Prizes of the Value of $10.00, $5.00 and $2.50 will be given.

Any Handmade Article of any kind may be entered, provided that it is the *bond-fide* Handiwork of the Competitor and that the materials used, which may be of any kind, do not cost more than 50 Cents.

Entries to be sent on or before 15TH SEPTEMBER to

MISS F. C. WOO,
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Macdonnell Road;

and must be accompanied by a detailed statement of the materials used and their cost.

Entries will be Judged by MRS. J. PEARSON and MRS. R. H. KOTEWALL.

The Articles will be Sold at the "FUN O' THE FAIR" on OCTOBER 1ST. [5213

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KAM FAT LAY.

Hong Kong, 11th Aug., 1927. [5211

MR. M. J. QUIST,
Consul General for the Netherlands.

P.P.C. "*Empress of Russia.*"

[5240

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 24TH, 1927.

"THE ISLAND OF SAINTS."

THE other day the London *Morning Post* published a story which was sent to the paper by a reader in Ireland. At an agricultural meeting near Limerick, called to discuss the importation of bulls to aid in the improvement of cattle, a farmer got up and declared, "You once had in Ireland a good bull called John Bull. You got rid of him, and I don't think you will ever get a better one." There are a good many people in Ireland at the present moment who would endorse that view, although, perhaps, not many would be bold enough to give it such public utterance.

Under English rule the King's writ ran throughout the land, and although there were sporadic outbreaks of crime, men knew that the long arm of the law was outstretched to seize the political plotter and the sordid criminal alike. But now what is the position? Mr. O'HIGGINS, *Minister of Justice*, and the strongest member of the Government was shot down in cold blood, and his assassins are still at large. He was obnoxious because he meant to uphold the Treaty, and he flouted rabble who spout treason and call for total severance from England and the British Empire.

Mr. COSGRAVE, President, recently stated in the Dail that the conspirators did not disappear when the British Government was got rid of in the Irish Free State. He showed clearly that artillery from Germany and rifles from Italy and France were proposed by the Irregulars who call themselves the Irish Republican Army even after the failure of their "Civil War" of 1923. In other words, their surrender to the Free State after the signing of the Treaty was not a genuine or honest ending of the war.

What has happened in Ireland is this—that there is a secret society within the Irish Republican Army. Last year the police found many dumps of arms and other proofs of revolutionary movements, and in the month of May an important paper was seized. This document proved that the so-called Irish Republican Army had broken not only with Mr. DE VALERA'S Fianna Fail, but also with Sinn Fein. This history repeats itself. As often happens in revolutionary annals, the first extremists beget others, and they in turn produce others, each group more reckless and irreconcilable than its predecessors. Mr. COSGRAVE declared that the murder of Mr. O'HIGGINS was committed by some section of the I.R.A., and he announced that he would insist upon special powers to protect the State and its ministers. In the present state of the country, he will be lucky, after this declaration, if he dies in his bed. And this is the land that poets used to describe as the "Island of Saints"!

Englishmen now regard events in Ireland with an air of detachment. They read the news from Dublin and Cork with about as much concern as they would glance at the report of a street fight in Lisbon. When the Irish were given self-government to an extent that PARNELL and his friends never expected in their wildest dreams, the Irish Members disappeared from Westminster. Since then Ireland has ceased to be of any account in English politics. The "Irish Question" which figured so largely in Gladstone's time no longer matters in the party game. Now the country is a thousand times worse off than it ever was under English rule. Many keen observers wonder whether the Irish Free State will ever settle down. Mr. COSGRAVE and the best elements in the country have before them the problem how to deal with the gangs of murderers and gun-men, and so decide who shall govern. These people are few in numbers, but they must be extirpated if the Free State is to survive.

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THE HONG KONG DISPENSARY

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[50

Yesterday being Settlement Day no quotations were issued by the local Stock Exchange.

Mr. W. A. Hannibal leaves to-day per s.s. *Antenor* on a business trip to Europe and America.

The ordinary monthly meeting of the Chinese Chamber of Commerce will be held this afternoon.

Quarantine restrictions imposed against arrivals from Saigon on account of cholera have been removed.

To-day is St. Bartholomew's Day, and according to the old Chinese Calendar, the Stopping of Heat (*Sh'u-shü*).

The annual meeting of the Hong Kong Cricket League will be held to-day, at 5.30 p.m., at the Sanitary Board Room, Post Office Building.

The total output of the Kailan Mining Administration's mines for the week ending August 6th amounted to 96,421 tons, and the sales during the period to 70,036 tons.

For bathing under a street fountain in Soy Street, an elderly boatman was fined $3 by Mr. W. Schofield, at the Kowloon Magistracy yesterday morning.

An old-established firm of architects and civil engineers in Hong Kong is advertising at Home for an architect. The salary is $700 a month, and there are prospects of a partnership.

The police have arrested two men in connection with a theft of $60 from the abbess of the Sai Heung Convent, which stands in the village of Lam Ki, near Castle Peak. The theft occurred on Sunday.

A young Chinese was sentenced to six months' hard labour, and ordered to received 15 strokes of the birch, by Mr. W. Schofield at the Kowloon Magistracy yesterday morning, for snatching an earring from a Chinese woman at the junction of Cheung Sha Street and Nathan Road at noon on Monday.

It is stated in the Chinese press that a fund of about $13,000 has been collected by the management of the Kwong Wah Hospital. It is believed that this sum will be devoted for the improvement of part of the hospital. The management of the hospital report that shortly they expect to be able to collect more money, making a total of $17,000.

The Hong Kong Tramways are to undertake the double tracking of a section of their line between Causeway Bay and Shaukiwan, for a matter of 1,000 yards from Quarry Bay halt to Mr. D. Templeton's house. The remainder of the route from Shaukiwan to Causeway Bay (the terminus) is to be double tracked when the road-widening has been completed.

A Kowloon Bus knocked over a lamp standard at the corner of Nathan Road and Pak Hoi Street, Yaumati, last Sunday night. There was a high wind which was blowing the dust across the road, and the driver was almost blinded by it. He swerved to avoid a Chinese who ran in front of the bus and lost control. Fortunately none of the passengers were injured beyond a few bruises.

The late Mr. Marcus David Ezekiel (73), of Tisbury Road, Hove, for many years associated with Messrs. E. D. Sassoon, in Hong Kong and Shanghai, left £15,670 (net personalty £13,734).

The following appointments to Hong Kong have been made by the Secretary of State for the Colonies: Lieut.-Commander H. Gandy, R.N., and Mr. M. I. de Ville to be Second-class Land Surveyors, Public Works Department; Lieut. H. H. Beddow to be Assistant Master, Education Department; Mr. R. Elvidge to be Third Boarding Officer, Harbour Master's Department.

Mr. M. J. Quist, Consul-General for the Netherlands, leaves for home by the *Empress of Russia* to-day on an eight months holiday. During his absence Mr. Consul A. Methofer will be in charge of the Netherland Consulate-General. Mr. J. I. Noest, Vice-Consul in Singapore, has been attached to the Consulate-General and is due to arrive here in the first half of September. Mr. Quist is timed to leave Blake Pier at 10.30 this morning.

Mr. E. Cookes, of the Hong Kong and Whampoa Dock Company, has made a report to the police to the effect that whilst driving car No. 1765 along Nathan Road, near the Po Hing Theatre on Monday, he knocked down a Chinese woman who suddenly crossed from the front of a stationary motor bus. Mr. Cookes swerved to try to avoid the woman, but was too late, and her right leg was broken. She was removed to the Kwong Wah Hospital.

Mr. Henry Remedios, of No. 4, Peace Avenue, Homuntin, was on Monday taken to the Kowloon Hospital suffering from injuries to his head, body and legs as the result of an accident while driving his motor cycle combination No. 831 on the Castle Peak Road. He was about to pass a bus when a pedestrian appeared on the road. In swerving to avoid the pedestrian, the cycle ran on to a light railway track, and collided with a locomotive earth truck. The cycle overturned and Mr. Remedios was thrown heavily. A lady who was riding on the pillon seat and two children who were in the sidecar also fell out and received slight injuries which were, however, not serious enough to necessitate their going to hospital.

There will be an extraordinary general meeting of the China Provident Loan and Mortgage Co., Ltd., held to-day, at 2.30 p.m. at the Company's offices, Pedder Building, for the purpose of confirming a resolution passed at a recent meeting. The resolution in question is:—"That the Capital of the Company be reduced from $6,000,000 divided into 600,000 shares of $10 each to $3,000,000 divided into 600,000 shares of $5 each, and that such reduction be effected by cancelling the capital which has been lost or is unrepresented by available assets, to the extent of $5 per share upon each of the 589,587 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the Company's capital from $10 to $5 per share, provided always that such reduction shall be without prejudice to the Company's rights under Article 32 of the Articles of Association to sue for and recover all arrears of calls now outstanding and due in respect of any forfeited shares."

OBITUARY.

O.N.C. ENGINEER'S DEATH.

PASSED AWAY AT SHANGHAI.

The death occurred suddenly in Shanghai on August 16th, at William's Hotel, of Mr. David Aikman, chief-engineer in the China Navigation Company. It is believed that death was due to heat apoplexy.

The deceased, who was a native of Scotland, was in pre-war days in the employment of B. & S. and on joining up was Engineer-Lieutenant in the Royal Navy.

His father was the manager of Pratt's, the great biscuit factory, in Edinburgh.

THE WEATHER.

FAIR FOR TO-MORROW.

TYPHOON 400 MILES WEST OF MANILA.

The Royal Observatory's report at 5.40 p.m. yesterday predicted locally;

S.E. or variable winds, moderate to light. Fine.

The anticyclone is nearly stationary over N.E. Japan. The position of Guam typhoon is uncertain. The typhoon about 400 miles east of Manila appears to be moving W.N.W.

The 11.10 a.m. report stated that there appear to be two typhoons, one about 400 miles east of Manila and one about 200 miles N.W. of Yap.

Their direction of motion is unknown.

FROM MANILA.

Reports from Manila stated:

Tuesday, 10.30 a.m.

Cyclone or typhoon E. of Luzon more than 300 miles distant, direction unknown.

5.30 p.m.

Typhoon in about 129deg. Long. E., 18deg. Lat. N., moving N.W.

The cyclone or typhoon near or over the Northern Ladrone or Mariana Islands is moving E.N.E.

SANITARY BOARD.

APPOINTMENTS TO STANDING COMMITTEES.

IN PLACE OF DR. J. C. MACGOWN.

A meeting of the Sanitary Board was held yesterday afternoon, but the only business was the appointment of certain members of the Board to certain standing committees to fill a vacancy caused by the absence of Dr. J. C. Macgown, on leave.

Mr. N. L. Smith (President) was in the chair, and others present were: Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. S. C. Ho, Mr. J. P. Braga, the Hon. Mr. H. T. Jackman (Director of Public Works), Dr. G. W. Pope (Medical Officer of Health) and Mr. D. Davies (Secretary).

On the motion of the President, Lt.-Col. S. Boylan Smith was appointed to serve on the Standing Committee for the Colonial Cemetery, in place of Dr. Macgown: Dr. Ho was appointed a member of the Standing Committee for Water Closets during the absence on leave of Dr. Koch, and in place of Dr. Macgown, and Dr. Ho was also appointed to the Standing Committee for Aerated Water Manufacturies in place of Dr. Macgown; while Mr. Wong Kwong Tin was appointed to be a member of the Standing Committee for Urinals in place of Dr. Macgown, and further appointed to serve on the standing committee for Wells and Pools, in place of Dr. Macgown.

LEAVING HONG KONG.

PASSENGERS ON THE "RUSSIA."

The R.M.S. *Empress of Russia* sails at noon to-day for Vancouver *vid* ports, and has fair bookings from this port.

Among the passenger leaving here on the liner are: Mr. P. W. Parker, assistant general manager of the Standard Oil Co. of New York, at Hong Kong, and Mrs. Parker, booked to New York; Mr. D. Tollan, of the Hong Kong Telephone Company, and Mrs. Tollan, going to Japan; Mr. H. C. Burgess, chief assistant, Thos. Cook & Son, Hong Kong, going to Vancouver; and Lieut. G. D. Upson, of the 5/2nd Punjab Regiment, proceeding to Europe, *vid* Canada.

NOTIFIABLE DISEASE IN THE COLONY.

SIX ENTERIC CASES LAST WEEK.

Last week six fresh cases of enteric were reported and one death. There were two fatal cases of small-pox, one of puerperal fever and three of influenza. All these cases were Chinese.

One British case of typhoid was reported on Monday.

KING EDWARD VII. AND GERMANY.

ATTEMPTS TO SECURE AMITY BETWEEN THE TWO NATIONS.

KAISER AND KING ON THE FAR EASTERN PROBLEM.

[BY SIR SIDNEY LEE.]

It was to foreign affairs and to military affairs that the King from the first mainly directed his attention. The foreign policy of the country had been his eager study for some forty years. Long before his accession he had talked over its details or corresponded about them with British Ministers and Foreign Ambassadors in England, or with foreign statesmen and their rulers abroad, with an ever-growing zest. His protracted struggle with his mother over his desire that the Foreign Office should transmit their despatches to him had ended in his favour, and of late he had exchanged letters on foreign questions with the Kaiser, the Tsar, and the King of Greece. Ample material for estimating the character and aims of foreign Powers was at his disposal, and his accumulations of knowledge enabled him to offer invaluable suggestions on the course of foreign policy. His habit of correspondence and of personal discussion on foreign affairs continued through his reign, and he was prolific in independent comment and warning to his Ministers whenever foreign policy was in question.

It was the constitutional function of the Prime Minister and the Foreign Secretary especially to advise him as to his attitude towards every foreign question as it arose, but King Edward's lifelong study of foreign affairs, and his ripened intimacy with the chief personal factors in Continental politics, did not allow him to restrict his sources of foreign information to his Ministerial counsellors, or to echo with automatic docility their opinions. Not seldom he changed places with his constitutional advisers and offered advice instead of receiving it. He was constitutionally in no position to ensure its acceptance by his Ministers, but there was nothing to prevent his so-called servants from adopting his counsel when they saw fit and of tendering it back to him as a Ministerial pronouncement. In such a way did King Edward advise his advisers.

His invariable aim was to promote peace and good will, provided that British interests were duly respected. He always recognised that in certain eventualities war might be inevitable, and foreseeing the horrors of a European conflict to be carried on with the latest machinery of destruction, he pursued with energy every means of establishing peace short of any surrender to humiliating counsels of fear. The main historic importance of King Edward's reign is the abandonment of the time-worn policy of isolation in foreign affairs, and the substitution for it of a system of ententes and alliances.

A Clouded Horizon.

Clouds hung over Britain's foreign horizon when King Edward ascended the throne. The South African War was still in progress, and the cherished hopes of an early and prosperous conclusion were fading. The sympathy of foreign peoples with the cause of the Boer enemy continued to manifest itself in rancorous denunciation of the British name in all the market-places of Europe. Foreign Governments in their intercourse with the British Government diplomatically qualified the notes of popular hostility, but doubts were justified whether the correct tone of the Chancelleries of Europe implied any genuine good will. One thing alone was certain, that England was isolated and friendless. Lord Salisbury, King Edward's first Prime Minister, had long been wedded to that policy of "splendid isolation" which had been the constant British tradition through the last forty-five years of Queen Victoria's long reign.

The disposition of the Powers of Europe at the beginning of King Edward's reign was mainly conditioned by the two sets of alliances, the Triple Alliance of Germany, Austria, and Italy, and the Dual Alliance of Russia and France. A favourable interpretation viewed the two alliances as counterpoises one to the other, making for a stable European equilibrium. These opposing armed camps were kept apart in chronic antagonism by two age-long quarrels which were the seeds of past and future wars. France could never forgive Germany for the annexation of Alsace and Lorraine, while Russia and Austria were striving bitterly for hegemony in the Near East. But there was always a chance, though a remote one, that jealousy of Britain, from which no great European Power could be reckoned quite free, might be so stimulated by circumstance as to bring the members of the two alliances together in a combined challenge to Britain's place in the world. Britain was thus isolated, friendless, and engaged in a none too successful or popular war when King Edward ascended the throne.

Tentative Steps.

Even before King Edward came to the throne several prominent British statesmen had begun to urge the abandonment of our "splendid isolation," and in the more acute minds our natural allies were thought to be Germany and America. In November, 1899, Mr. Chamberlain, in a speech at Leicester, had initiated the idea:

"No far-seeing statesman," he said, "could be content with England's permanent isolation on the Continent of Europe. . . . The natural alliance is between ourselves and the German Empire. . . . Both interest and racial sentiment unite the two peoples, and a new Triple Alliance between Germany, England, and the United States would correspond with the sentimental tie that already bound Teutons and Anglo-Saxons together."

For two years Mr. Chamberlain worked steadily towards this end, in spite of the apathy of Lord Salisbury, and in face of the obvious difficulty on the part of Germany of securing the new alliance without losing the older one with Austria and Italy. Germany's plan was to add Britain to the Triple Alliance, thus forming a Quadruple Alliance that would prove more than a counterpoise to the Dual Alliance of France and Russia. In spite of set-backs and annoyances the idea of an Anglo-German understanding appeared to prosper, and was aided not a little by one of those illusory seasons of outward harmony between King Edward and the Kaiser. The death of Queen Victoria appealed to the Kaiser's human impulses, and a reinforced domestic sentiment stirred in him, for the moment at any rate, a fresh hope that the British Government might accept his idea of a Quadruple Alliance in which Britain would serve Germany as an auxiliary. In spite of the continued efforts the fair promise of an Anglo-German understanding soon proved delusive. The King's conciliatory tones could not stem the oncoming tide of international rancour. The Kaiser's personal attitude to his uncle acquired features even more sinister than of old, and a belated endeavour on King Edward's part to alleviate the personal tension had merely temporary effect. The Kaiser's extravagant vanity, and the growing strain of German rivalry with Britain in all the fields of Empire, tended to a mutual alienation which no individual conciliatory effort could assuage.

There was not a Great Power in Europe that really had a definite policy. It was a period of tentative suggestions, of feelers, of diplomatic pourparlers. England particularly was rudderless and drifting, but was resolved to make one last effort to secure an Anglo-German alliance; and the occasion favourable to the effort was deemed to be a personal meeting between King Edward and the Kaiser. If these two were in agreement then ministers would follow.

On August 23rd, 1901, after the funeral of the Empress Frederick, the King, accompanied by Sir Frank Lascelles, went from Homburg, where he had been taking the cure, to visit the Kaiser at Wilhelmshöhe. This was to be the great occasion for the preliminary discussion of Anglo-German differences and for the creation of an Anglo-German understanding.

Extraordinary diplomatic preparations had been made for the meeting. On August 2nd von Muhlberg had reported to the Chancellor, Count von Bülow: "For the success of the conduct of German policy it will be necessary that his Majesty the Kaiser should, during the Homburg meeting, at no moment deviate from the conviction that we ruin our relations with England whenever it is known in England that we have quarrelled with Russia and France."

The Chancellor now wrote (August 13th) to the Kaiser stressing the official German point of view. The Kaiser, in reply (August 20th), seemed to be thinking more of giving England an unwelcome surprise than of reaching an amicable understanding with her.

"Furthermore," he wrote, "the building of our fleet must be expedited as quickly as possible. Who will get a nice surprise are the English and perhaps it is also aimed at them. I have, by the way, in an answer to King Edward which I sent to him this morning hinted superficially at the news as a thing known for a long time. I am anxious for a sight of the King and Lascelles who are to dine with me on Friday."

The King, for his part, was no less well primed. Lord Lansdowne had drawn up on August 10th for the particular use of the King a memorandum on questions which might be referred to in the interview. Lansdowne thought the main points to be dealt with were the negotiations respecting affairs in China, South Africa, Koweit, and Morocco.

The Kaiser's Own Account.

The next day the two monarchs met, Sir Frank Lascelles also being present. By way of easing matters at luncheon, the Kaiser presented to the King a beautiful epergne of his own design which graced the table. The Kaiser was in great spirits and quite affectionate in his manner to the King. After luncheon the two monarchs and Lascelles retired to the garden, where the Kaiser, in merry mood, chaffed Lascelles about his lack of knowledge of current events. The Kaiser's own account of the interview runs:

The political interview which was held here to-day at my residence with the King of England and his Ambassador, Sir Frank Lascelles, was opened by King Edward's query as to what was the real object of Tsar Nicholas's visit to France. That the Tsar wished to visit me at Danzig he had known for a long time, but that he was going immediately to France was quite a surprise to him. The King seemed seriously displeased with Tsar Nicholas's proceeding. If he had the desire to visit anyone besides myself he ought to have come to him, his nearest relation.

It was then he remarked that the Russians probably would take back from France with them some money. But what will they do with the money? asked the King. I rejoined that, as I had reason to believe, the Russians needed money for the building of the trans-Siberian railway. That this railway in its present position would not be used for commerce, but would serve only for military purposes, was quite clear. The Russians will send troops from West to East, I interjected; but whether against Manchuria, or Corea or Japan, that is yet to be shown. Apropos Japan! If I rightly remember, in the winter of this year the Japanese Ambassador put a question to my Government as to what would be the attitude of England in the event of a Russo-Japanese conflict. We answered him on that occasion that we believed that England would probably maintain a benevolent neutrality. On this question I saw Lord Lansdowne, who told me personally: "What! Neutrality! No, the British warships will fight together with Japan, and we must absolutely go with them! The summer came and went, the Japanese war scare disappeared, and nothing happened. Later on the solution of this riddle came to me—from a Russian source! The Russians told us Japan wished to start a war; she asked money from England, and this money was refused to them.

"I Call It Treachery."

King Edward made here a remark of impetuous displeasure at the politics of the English Cabinet, and protested that he positively knew nothing of it. Also Sir Frank protested energetically and said, he was indeed very indiscreet, but he had to assert that on the contrary the Japanese rejected English money. To my expressed doubt the Ambassador came out with a speech in which he said that of course England had offered the money, but had proposed such conditions that it was difficult for the Japanese to accept it.

I replied that it came to the same thing whether a thing was refused outright or whether such conditions were put that the other side could not accept it. The English Government after such an action could not wonder if the phrase "perfidious Albion" were still accepted as before. I could call such politics only by the name of "Treachery." At this came lively protests from the King and Sir Frank.

I came forth with the remark that since the Chinese expedition, the Continental States have linked themselves closer together. Who could have imagined it possible ten years ago, for example, that the French and German troops should be fighting alongside of one another under a Prussian against a third party! This blood spilt in common has worked wonders, and we are now on right good understanding with our neighbours across the Vosges. . . . He in the midst of Europe I stand with my strong army, and together with my allies of whom I am sure I shall endeavour to maintain peace.

I have gained from my conversation with the King of England and Sir Frank Lascelles the general impression that the visit of the Tsar to France together with his expressed wish to see the German Chancellor, has caused an extraordinary impression on the part of England. Whether this will be sufficient to draw the English, and especially Lord Salisbury, from their hitherto passive policy, and to open their eyes to the slow but continuous fall of her (England's) prestige and of her world-position, will remain uncertain.

"THE DARK ANGEL" AT THE QUEEN'S.

WAR TIME PICTURE TAKEN IN ENGLAND.

HINDU RUINS IN INDO-CHINA.

[BY OUR FILM CRITIC.]

One is left in no doubt why Hong Kong audiences voted for a revival of "The Dark Angel," for it is an unusually interesting film. As a war time story of great pathos, it yet manages to steer clear (almost) of film sentimentality. It is apparently even more difficult on the screen than on the stage, or in literature, to convey a tragic theme with first the right degree of restraint, more especially when it is a tragedy of love. The English dislike for showing emotion often calls forth flippancy to hide it, and stage tragedy has to be very carefully presented. Americans, who are more simple minded than we are, can stand bigger doses of romantic sorrow; and, perhaps, it would have been better if earlier scenes of this play had been shorter.

At this time when we are interested in the new British film industry "The Dark Angel" has a particular appeal. Three of the actors, including Ronald Coleman, are British, and the greater part of the film was photographed in England. Happily Coleman still looks like an Englishman and acts like one, so that in his rôle of British officer there are none of those small but aggravating inaccuracies which are so often seen when an Englishman is screened in California. Vilma Banky who plays the heroine is Hungarian. She does not look typically English but neither is she American nor exotic. She and Coleman have a strong bond of sympathy and they frequently act together—always with success. There is a sense of England running right through the play, the hunt scene, the stretches of field and hedges, and the shaded river, are the real thing; even the manor is not aggressively Americanised. It may be insular to rejoice in this, but one can't help it.

"The Dark Angel" is a genuine war time tragedy, romantic and yet not incredible. It is a picture of exceptional merit and originality, and very well worth seeing.

An Interesting Curtain Raiser.

Prizma pictures are generally liked; some are really beautiful and others rather crude, but we have yet to see one which can compare for interest or for colouring with "The Ruins of Angkor." This amazing temple city was built by the Hindu's in Indo-China, and even to-day, ruined, and overgrown by the jungle, it is an amazing sight. The bas reliefs and the style of much of the achitecture remind one more of Greek than Indian work, and the film has given a wonderful picture of it. We wish that we could have more Prizma pictures like this, and more films on a level with "The Dark Angel."

OLD ENGLAND IN HYDE PARK.

DELIGHTFUL SPECTACLE OF FOLK DANCES.

The spirit of the country of bygone days came to Town on June 12th and settled itself in Hyde Park, spreading in a glorious mass of colour over the natural amphitheatre near the Serpentine.

The English Folk Dance Society was holding one of its country dance parties, under the auspices of the League of Arts, and close upon a thousand dancers demonstrated to a delighted crowd of many thousands the art beloved of our forefathers three or four hundred years ago.

Thanks to the efforts of the late Mr. Cecil Sharp, it seems as though it will be seen again in all its old-time popularity.

In the afternoon the dancing space was uncomfortably crowded, and, as usual, there were many hundreds more women than men, but, thanks to the instruction that women dancers must bring a male partner in the evening, there was ample space for all, and the dances could be seen to better advantage.

It was an extraordinarily beautiful scene at both performances, a scene glowing with colour. Reds, amber, green, ping, blue, in shades and combinations of shades, moved in one vast rhythmic whole, for ever changing, forming and reforming, as it wove new patterns to the old English tunes played by the Band of the Welsh Guards.

CHARGE AGAINST CHINESE CONSTABLE.

BRIBERY AND MISCONDUCT ALLEGED.

COMPLAINANT A MEMBER OF TRIAD SOCIETY.

In a case heard before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon a Chinese constable was alleged to have assaulted a tug master, residing at Kowloon, to have demanded money from him by unlawful means and to have been guilty of misconduct in the course of his duty.

Mr. G. S. Hugh Jones, represented the complainant, prosecuted, and Mr. A. E. Hall defended.

Opening the case Mr. Hugh Jones said that on the 13th inst. the complainant was in the doorway of his house, No. 295, Lai Chi Kok Road, ground floor, when the constable who was in uniform came up to him, accused him of being a returned deportee, took him into custody and led him to the Police Station. On the way the master of the shop where he was employed stopped them and enquired what the matter was. They then went into the shop and were brought into the kitchen. The defendant demanded $20 for the release of the complainant and in the presence of several people he struck the complainant several times.

Complainant gave corroborative evidence and added that he agreed, under compulsion, to pay defendant the $20 demanded. He said he found great difficulty in obtaining money and on that day managed to secure a sum of two dollars, which he arranged to hand defendant, but did not see the money pass into his hands.

Cross-examed for the defence, complainant admitted that he had once been charged with being a member of a triad society.

Several witness were called and the case was adjourned.

THE MISSING "TIMES" CORRESPONDENT.

SEARCH EXPEDITION OF ONE.

AN AUSTRALIAN'S DARING PLAN.

With nothing but a knapsack, a sense of *wanderlust*, and an inclination to rescue one of his more unfortunate nationals, and friends, Mr. A. G. Macallister, of Sydney, Australia, has made preparations to start to-day for the wilds of Honan in an effort to rescue Mr. Basil Riley, who has now been reported missing for about three weeks, says the *North China Daily News*.

All unaware, Mr. Macallister, a hero of the World War, came to China about a fortnight ago.

Shortly after arriving here he picked up a newspapor and saw that Mr. Riley, the correspondent for the *Times* had been missing in Honan and, thinking back over his days in Sydney, he remembered that it was that youth's father and mother whom he had known a few years before. Here was a chance for him possibly to do a good turn for an old acquaintance and, at the same time, provide himself with an added amount of excitement. So for the past two weeks Mr. Macallister has been inquiring into every possible source in order to find out the topography and general lie of the country in which the young journalist could be found.

Mr. Macallister's Plans.

Mr. Macallister, who is both wanderer, journalist, and capitalist, will start off for Nanking, where he will spend a few days in trying to get direct information as to what course to pursue in locating Mr. Riley. From that place he will go to Hankow, where more investigation will take place.

At Hankow Mr. Macallister proposes to board a train on the Peking-Hankow Railway and go to Chengchow, in the north-eastern part of Honan and there pick up the necessary equipment for a two-months' trip into the heart of China—where he will "find a trace of the journalist or know the reason why."

CONFESSION OF FAILURE.

THE RED CAMPAIGN IN CHINA.

PLANS FOR THE FUTURE.

According to the Riga correspondent of *The Times*, the Ikki, or Executive Committee, of the Communist International has come to the conclusion that this year's Communist efforts in China have met with total defeat, and has addressed instruction to all members of the Chinese Communist Party, directing them immediately to leave the Hankow Government and cease all forms of co-operation. They are to remain members of the Kuomintang as long as possible, criticising the leaders and recruiting adherents to Communism, stirring up the peasantry, supplying them with arms, and forming secret fighting detachments. They are to publish a declaration against the Hankow Government demanding that it shall be punished severely for its unrevolutionary attitude, and to redouble the agitation among the town workers.

The statement reviews the whole recent policy of the Communist International in China, drawing the conclusion that the policy was correct in all essential details, but the local Chinese leaders proved incapable and timid and the generals and other military officers (whose ultimate "treachery" was regarded as inevitable) openly seceded at an inconvenientally early moment. Nevertheless, it says, the situation has shown signs of increased class hatred, and final victory is certain. Above all, it is urged, attention must be concentrated on mobilising China's hundreds of millions of peasants and on accomplishing the agrarian revolution as the next step towards the Communist revolution.

Soviet newspapers announced on July 20th that the Communist Party of South China has decided to "go underground," as its open and lawful existence since the betrayal of the cause by the Hankow Government has become immpossible. A special illegal "Bureau of the Central Committee of the Communist Party" has already been organised, and the Communists have all left the Hankow Govern, ment. The Secretary of the Chinese Communist Party, Cheng Tu Shun, and a former Minister of Agriculture, Tan Ping Hsiang, have decided to go to Moscow.

BANKER'S FORTUNE.

LORD SWAYTHLING'S ESTATE SWORN AT £400,000.

The unsettled personal estate of the late Lord Swaythling, of Townhill Park, Bitterne, Hampshire, head of Samuel Montagu & Co., bankers, who died on June 11th, has been provisionally sworn at the net value of £400,000, "so far as at present can be ascertained."

His father, the first Baron Swaythling, who died in 1911, left property then valued at £1,150,000.

The late Lord Swaythling left to his wife the income from £125,000 (or half the residuary estate, whichever be the greater), and his London house at Kensington-court, W.

He left various sums to his sons and daughters, in certain cases on trusts "to protect them from the dangers incurred by people who are not engaged in any active business life," and expressed his "earnest wish and solemn injunction" that no child of his should abandon the Jewish religion or intermarry with a person not of that religion.

Among the bequests is one of £12,000 on trust for his third son, the Hon. Ivor Montagu, who, it will be remembered, married last January Miss Eileen Hellstern, of Brixton, S.W., a shorthand-typist. The wedding was kept secret for six weeks, and it was stated that during that time Lord and Lady Swaythling were unaware that it had taken place.

THE SILVER EMBARGO.

BRITISH NAVY EARNS A LITTLE MONEY.

QUESTIONS IN PARLIAMENT.

Mr. VIANT having asked the First Lord of the Admiralty whether foreign banks in Shanghai had recently shipped bullion to Tientsin in British destroyers, and whether this action was taken with the approval of His Majesty's Government.

Mr. LOCKER LAMPSON, replied: In the early part of July the Nanking authorities issued instructions that no movement of treasure was to be effected without a permit issued by their Ministry of Finance. Two British banks at Shanghai were, on July 11th and 12th respectively, refused permits to ship silver bullion to Tientsin on the ground of the embargo.

The free importation and exportation of silver bullion is provided for in the treaties; the illegal prohibition of exportation to Tientsin involved the danger of a serious financial crisis at that port, with disastrous results to British interests.

His Majesty's Minister accordingly consulted with the Commander-in-Chief, who issued instruction for the transport of the silver by His Majesty's ships.

His Majesty's Minister reports that Tls. 3,000,000 was accordingly shipped from Shanghai for Weihaiwei in the destroyer flotilla for the two banks on July 20th, and that at the same time, at the request of the Japanese Minister, Tls. 500,000 was shipped for the Yokohama Specie Bank.

Col. HEADLAM, Financial Secretary to the Admiralty, replying to Commander Kenworthy (Soc., Central Hull), said payment would be made to the British Navy for the service rendered in shipping silver from Shanghai in warships. The payment to be made was laid down in the King's Regulations.

Replying to a further question on the subject by Mr. GARRO-JONES (Lib., South Hackney), Col. HEADLAM said he could assure the hon. gentleman that they hoped to make a little money on the transaction. In any case, the commander-in-chief on the spot was quite capable of dealing with the matter.

IRON FOR THATCH.

CHANGING THE DEVONSHIRE COUNTRYSIDE.

Devonshire, famed for its narrow, winding, and beautiful lanes, is fast being transformed into a county of corrugated iron.

Visitors complain that the joy of discovering, on rounding a corner, an old thatched cottage, nestling in a corner of a field, is becoming a thing of the past. Gone is the thatch, its place being taken by corrugated iron, which is also used to patch the old red-stone walls.

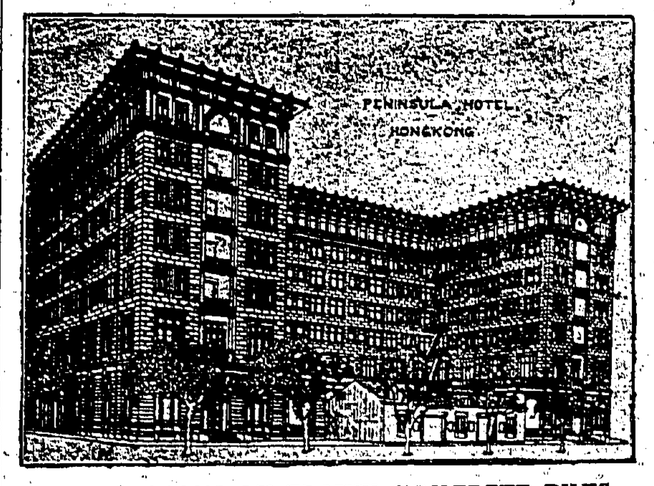
Chicken houses and garages of queer shapes erected on every side fail to harmonise with the surrounding country.

In the Okehampton district within a distance of one mile on a main road are nine corrugated iron roofs. In the side roads ugly bungalows are springing up.

The occupant of a 300-years-old thatched cottage near Crediton, who thinks of moving—after having been there for 40 years—owing to the threat of a new road, said:

In the last few years Devonshire has changed fast. The growth of motoring and the failure of agriculture are the causes. Motorists must have their roads and their garages.

The farmers cannot afford to patch walls with stone or rethatch a roof. Many of them add to their incomes by selling petrol to the motorist who wanders off the main road, hence these ugly garages.



FOUNDATIONS ON FRANKI CONCRETE PILES.
SOLE LICENCEES FOR CHINA:—
HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.
HEAD OFFICE:—ST. GEORGE'S BUILDING. [5223

NANKING GOVERNMENT ON THE PRESENT STATE OF AFFAIRS.

NO LONGER ANY REASON WHY THEY SHOULD NOT JOIN WITH HANKOW.

HANKOWITES EN ROUTE TO NANKING.

CHINESE CRUISER ESCORTING THEM FROM KIUKIANG.

SHANGHAI KUOMINTANG MEMBERS UNFAVOURABLE TO MR. WANG CHING WEI.

Kuomintang meetings have been held at Shanghai, Nanking, Kiukiang and elsewhere for the purpose of considering the state of affairs that has arisen in consequence of recent developments. While there seems to be a consensus of opinion that the circumstances permit of practically no alternative than to effect unity between Nanking and Hankow, the feeling engendered is, in some cases, decidedly lukewarm. Mr. Wang Ching Wei, probably the most outstanding of the Hankowites, was denounced at Nanking, where a mass meeting called upon him to be relieved of the Chairmanship of the Central Executive Committee.

The Nanking Government (or what remains of it) in a circular telegram issued on the 21st instant, seem reconciled to united action with their quondam Communistic colleagues. They naively point out that as the Hankow members of the Kuomintang have rejected Communism there is nothing now to prevent unity. The pious hope was expressed that "the rank and file of the Hankow and Nanking armies would co-operate to achieve the national revolution."

Marshal Feng, who appears to find it necessary to emphasise to the Nanking authorities that his troops are fighting for them, appeals for financial assistance for his army.

NANKING GOVERNMENT'S "LATEST POLICY."

(Wah Tsz Yat Pao.)

SHANGHAI, August 23rd.

The Military Commission in Nanking ordered the cruiser, *Keitchun*, to proceed to Kiukiang to escort them to Nanking.

The Nanking Government issued a circular telegram on the 21st inst., declaring its latest policy. It mentioned, *inter alia*, that Messrs. Chiang Kai Shek, Wu Chi Fei, Hu Han Min, Chai Yuen Pui and Chang Ching Kiang, etc., were the chief supporters of the Kuomintang Government and therefore the responsibilities of the Government and the revolution was were heavy. Seeing that it was impossible to let them resign their offices, the Nationalist Government (Nanking) had decided to send a delegation to request them to resume their offices. Formerly, owing to the split of opinion with the Communists, the Nationalist Government had divided into factions—Nanking and Hankow. But the Hankow Government got rid of the Communists too, and, therefore, the sole difference had been removed between these two governments. There was now no reason why the reunion of Nanking and Hankow was impossible. Recently, an order had been issued by the Central Executive Committee empowering the Military Commission to carry on the Northern Expedition. It was hoped that the rank and file of the Hankow and Nanking armies would co-operate to achieve the national revolution.

[BRITISH WIRELESS SERVICE.]

Guarding British Property at Nanking.

RUGBY, August 22nd.

The latest news of Yangtsze hostilities is that the Southern troops continue to be evacuated down the railway to Shanghai, from Chinkiang, although General Sun Chuan Fang's troops had not yesterday reached the river bank there.

At Nanking, the military objectives only are being shelled, but rifle and machine-gun fire from Pukow continues.

Merchant vessels in the river have been fired on from the banks, and convoys have in consequence been re-started. Firing directed against one British vessel below Nanking to-day was silenced by H.M.S. *Woodlark*.

After having landed a party of marines as a precautionary measure to ensure the safety of valuable British property at Nanking, the cruiser *Hawkins* with Admiral Tyrwhitt aboard, proceeded up-river to Wuhu yesterday.

MARSHAL FENG WISHES FINANCIAL SUPPORT.

(Wah Tsz Yat Pao).

SHANGHAI, August 23rd.

Marshal Feng has telegraphed to General Li Leh Chun, one of the Nanking leaders, with regard to his financial difficulties and earnestly requesting that the Nanking Government should continuously support his army in view of the fact that he is working for the Kuomintang revolution and under the direction of the Central Government (Nanking).

CHIANG'S SUPPORTERS DENOUNCE WANG CHING WEI.

(Wah Tsz Yat Pao.)

SHANGHAI, August 23rd.

Marshal Chiang's followers, including a number of Kuomintang party branches in Nanking, took the lead in calling a joint meeting at Nanking, to which representatives from all classes attended, to support the return of Marshal Chiang and five members of the Central Committee of the Nationalist Government. A resolution was also passed to request the Government to discharge Mr. Wang Ching Wei from the chairmanship of the Central Executive Committee.

General Ho Ying Chien's troops have commandeered a large amount of rolling stock in preparation for their impending flight to Shanghai.

Mr. Wang Ching Wei, Mr. Sun Fo, Tan Yan Kai and Tang Seng Chi arrived at Kiukiang on the 21st inst. and the same night a conference was held to discuss the reunification of Nanking and Hankow.

INDIA'S COTTON DUTY BILL.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 23rd.

The Legislative Assembly has referred to a representative select committee the Government Cotton Duty Bill.

INTERNATIONAL TRANSIT.

U.S.A. ACCEPT INVITATION TO CONFERENCE.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, August 22nd.

The United States has accepted the League of Nations' invitation to participate in the third Communication and Transit Conference at Geneva.

The American Minister to Switzerland, Mr. Gibson, will represent the United States.

10,000 TROOPS HELD UP.

WHEN BRITISH CUT SOOCHOW LINE.

MILITARY TRAINS IN SIDINGS.

SHANGHAI, August 19th.

Between five and eight trainloads of Southern troops were stationed at different points along the Shanghai-Nanking Railway between Shanghai and Soochow for the greater part of yesterday. A rough estimate placed the number of troops contained in all trains at 10,000, who were retreating before the threatened advance of the Northerners upon Nanking.

On account of the action of the British Military authorities in cutting the Shanghai-Hangchow Railway at Jessfield level crossing as a reprisal for the seizure and detention by the Chinese military authorities of the wings of a 'plane of the Royal Air Force which was forced to descend in Chinese territory owing to engine trouble, these troop trains were unable to proceed to their destination at Lunghwa, Shanghai South Railway Station and, it is believed, Hangchow itself.

No Untoward Incidents.

The troops were reported while *en route* to Shanghai to be "out of control." So far nothing untoward has happened to bear out this report. The various trains are scattered along the Nanking line separated by distances of several miles, occupying sidings in order that regular passenger traffic on this line might not be interrupted

Until now there has been little interference with the regular traffic on this line. The usual number of passenger trains were despatched from the Shanghai North Railway Station during yesterday. These were four in number, and although no information had come through by late evening yesterday as to their arrival at Nanking, it was confidently believed by the railway officials that they would experience no trouble in reaching their destination.

Of the down trains, the first was due to arrive in Shanghai from Nanking shortly after 1 p.m. This did not arrive on time but eventually came into the station with a full load of passengers and baggage. It was noted that Chinese continued to purchase tickets for Nanking during the day in spite of the alarming reports emanating from that centre. The railway officials declare that they will continue to maintain a regular schedule as long as possible. Naturally, with so many trainloads of the troops along the line there must be some delay. Should the Southerners commence to fall back upon Shanghai in real earnest, it is then expected that passenger trains will cease to run as they are now doing and that all traffic will consist of military trains.

Hanchow Line.

Traffic on the Shanghai-Hangchow line was naturally suspended on account of the track being torn up by the British military in connection with the above-mentioned aeroplane incident. This, however, can be replaced at short notice as soon as the present negotiations between the Chinese and British authorities are concluded.

Only a few of those Southern troops who came down the line from Soochow found their way to the Shanghai North Railway Station yesterday and these occupied a platform in small groups at the most northern end of the compound and lounged about in the customary manner, sleeping, cooking, and otherwise behaving themselves like rational human beings, save for their refusal to abandon their arms and plentiful supplies of ammunition.

Barricades Prepared.

Portion of the Madras Sappers attached to the Jhansi Brigade busied themselves strengthening the barbed-wire barricades along North Chekiang Road close to the entrance to Boundary Road. Portions of these defences had fallen into decay since their first erection and necessitated new uprights and wire. A squad of these Indians set to work with pick and shovel at that point where the entanglements on the west side of the road abruptly cease and take up a new position on the east side of the road. The post is one of the vital points of entry into the International Settlement and was one which received the attentions of determined wire-cutters last spring despite the maintenance of a continuous patrol of the Green Howards and the Devons.

The West Hongkew police have carried out the orders received from headquarters and closed the big double gates at the entrance to the North Station compound almost directly opposite Elgin Road and vehicular traffic now has to make the journey as far as North Honan and Paoshan Roads junction in order to enter the compound.

Apart from these signs of preparedness there is little in this usually dangerous vicinity to justify alarm.

AMERICAN PLANE CRASHES AT TIENTSIN.

ENGINE TROUBLE AT 2,000 FEET.

PILOT CLEARS SAFELY WITH PARACHUTE.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, August 23rd.

The American 'plane Hsinbo from Tientsin on Saturday, crashed at a height of 2,000 feet as the result of engine trouble.

The pilot jumped clear with the parachute and was not harmed. The machine was completely wrecked, the engine being buried 14 feet under the ground.

ANTI-RELIGIOUS WRITINGS.

INDIAN GOVERNMENT'S ACTION.

[THROUGH REUTER'S AGENCY.]

SIMLA, August 22nd.

As a sequel to the Rangilarasul case, in which Mohammedans have been stirring up to anti-Hindu feeling, the Government of India, "in view of the deplorable prevalence of malicious writings intended to insult the religion and outrage the religious feelings of others," has decided to introduce in the Assembly a Bill to include such offences in the Indian Panal Code, and similarly to amend the Code of Criminal Procedure.

GENERAL CHIANG AT NINGPO.

TO INSPECT A NEW ROAD.

CITY FAIRLY PEACEFUL.

NINGPO, August 15th.

General Chiang Kai Shek arrived in Ningpo on the s.s. *Hsin Kiangteen* yesterday and proposes to stay about a week at Feng Hwa looking over the project of the new military road which is being built to Kong Keo from here. There is a report here that his wife has gone to America, taking with her two million gold dollars for deposit.

Ningpo is exceedingly quiet. The local government seems to be doing well and keeping order but there are no changes in the situation so far as restoration of seized properties is concerned. Also there is a decided reticence on the part of even ordinary citizens to discuss the political situation either pro or con for fear of being accused of being communistic. Anti-communistic activities have been a bit overdone and have trespassed on the rightful domain of that time-honoured institution known as "squeeze." If you have money which some official is badly in need of, and what official is not badly in need of it, then you are a Communist until you are able to prove by a generous contribution to "The cause" that you are still loyal.

A military road is being built to Kong Keo from Ningpo where the river is to be bridged and the road will divide, one road running to Da Chiao, passing through Feng Hwa which is Chiang Kai Shek's native place, and the other turning off to Chi Keo. The stone for this road is being taken from the Ningpo city wall near North Gate for the Ningpo end and from Fong Hwa city wall for the other end. The new road is to leave Ningpo at North Gate and they expect to have it in operation by next year.

A "Regular" Bus Service.

There is to be a regular bus service operated as in other regions. The project will cost $750,000 and the money has been raised as a loan from the Chamber of Commerce and wealthy individuals here in Ningpo. The Government promises to repay the loan at the rate $10,000 a month. The head of the Salt Revenue is said to be sponsoring the project.

Cholera.

There have been ten cases of cholera in the cholera hospital thus far and there is evidence which makes one think that the epidemic is on though it is late. Four cases have died but they came in moribund and the peripheral circulation too weak to make the saline injections of any value. The cases we have seen have been of a particularly toxic type, even from the start. Till to-day we had hoped the city would entirely escape an epidemic but it is more than we had a right to expect.

The weather is fine and clear and there has been sufficient rain to make things decidedly cool and comfortable, especially at night.

Tides have been unusually high in the river, the past three or four days.

THE SEVENOAKS DISASTER.

HOW THE ACCIDENT HAPPENED TO THE FOKKER MACHINE.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 22nd.

An accident to a Dutch liner near Sevenoaks, in Kent as reported briefly this morning, resulted in the death of a mechanic, Broen Klaus, and injuries to the pilot, Vandyk, and seven of the nine passengers.

Of the latter, five are Dutch and two belong to London. The injuries were only slight, and after treatment at hospital all were able to return to London.

The aeroplane, which was a Fokker machine, belonging to the Royal Dutch Air Line, was on its way from Croydon to Amsterdam, and was flying at a height of 1,000 feet in a strong wind. Without warning, the tail of the machine trembled, and the machine began to dive. The pilot managed to keep her nose up until the rudder came off, when the aeroplane crashed, nose first, between two trees. These somewhat broke the fall.

The petrol tank burst into flames, which did not, however, reach the fabric of the machine.

All the passengers consider themselves fortunate to have escaped with their lives, and paid a tribute to the pilot for his handling of the machine.

"CHARLIE" CHAPLIN DIVORCED.

LARGE SUM IN SETTLEMENT.

[REUTER'S AMERICAN SERVICE.]

LOS ANGELES, August 22nd.

Mrs. Chaplin (Lita Grey) has been granted a decree of divorce from her husband Charlie Chaplin.

Her attorney stated that an agreement with regard to the division of their property had been reached out of court, but no details are available.

LATER.

A settlement gives Mrs. Chaplin G.$625,000, and the custody of the children.

It provides for the creation of a G.$200,000 trust fund for the two children, the interest to be paid to Mrs. Chaplin for their support and education.

The principal fund will go to the children when the younger reaches the age of 35.

BYRD'S SOUTH POLE EXPEDITION.

RECRUITING MEN IN NORWAY.

[THROUGH REUTER'S AGENCY.]

OSLO, August 22nd.

Balchen, who accompanied Commander Byrd on his trans-Atlantic flight, is now here preparing for Byrd's expedition to the South Pole.

Balchen was formerly in the Nowegian navy, and is now a naturalised American. He has engaged Lieutenant Omdal, a participant in Amundsen's North Polar flight from Spitzbergen and the airship Norge flight, and is also trying to engage the Polar explorer Captain Nisting, for the voyage.

AMERICAN COTTON.

LANCASHIRE UNEASY OVER SHORTAGE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 22nd.

There is uneasiness in Lancashire over the succession of pessimistic cables concerning the American cotton crop.

The report by the United States Department of Agriculture of the increasing boll weevil damage has resulted in an advance by a farthing a pound on cotton on the Manchester exchange, and cotton is now in the region of eleven pence a pound, compared with seven pence a few weeks ago. The markets anticipate a rise to a shilling.

Private reports from a Manchester expert travelling in the cotton belt, state that the opinion in New Orleans suggests that the next Washington Bureau bulletin will even show a decline of 250,000 bales on the previous estimate; whose smallness caused a sensation.

SACCO AND VANZETTI EXECUTED.

END OF A SEVEN-YEARS' CASE OF WORLDWIDE INTEREST.

COMMUNISTS RESENTFUL IN VARIOUS PARTS OF THE WORLD.

FAREWELL SPEECHES OF THE CONDEMNED.

[REUTER'S AMERICAN SERVICE.]

BOSTON, August 22nd.

On the eve of the execution of Sacco and Vanzetti, their counsel are still desperately attempting to obtain a respite.

Sacco and Vanzetti themselves are in fair spirits. They have remained obdurate as regards their religion. Father Murphy visited them this morning and urged them to prepare for eternity, but both refused, saying they preferred to die as they had lived, "outside the pale."

Executed.

BOSTON, August 23rd.

Sacco, Vanzetti and Madeiros were executed shortly after midnight.

The men were warned at 10.40 p.m. that they must die. "We must bow to the inevitable," said Vanzetti, pacing his cell.

Madeiros, who had been convicted of another murder and hitherto respited because he was a witness in the Sacco-Vanzetti case, was asleep and indifferent.

Sacco begged his warder to post a letter to his father in Italy.

Prior To The Executions.

The police and State troopers, armed with the machine-guns, automatic rifles, and tear-gas bombs early in the evening drew an "iron cordon" of a three-mile radius around the prison, every street leading to which was blocked.

The only reporter present in the death house during the execution was a representative of the Associated Press, who reports that the executions were carried out without a hitch, while there was no disturbance outside the prison.

Valedictory Speeches.

The three were executed individually. Firstly Madeiros, stolid and silent, then Sacco, who shouted in Italian, as he sat in the chair, "Long live anarchy," continuing in English: "Farewell my wife and child and all my friends."

On the straps being adjusted he said: "Good evening, gentlemen. Farewell mother."

Hardly had Sacco's body been placed beside that of Madeiros behind the screen, when Vanzetti entered. He shook hands with the warders. As he sat in the chair he began a speech protesting his innocence. His last words, before the cap was slipped on, were: "I wish to forgive some people for what they are doing to me."

Hyde Park Demonstrators.

LONDON, August 23rd.

Demonstrators from Hyde Park, marching to the American Embassy yesterday evening, were dispersed by the police outside Buckingham Palace. The Embassy was guarded all night long.

American Property Destroyed at Geneva.

GENEVA, August 23rd.

Police charged and dispersed demonstrators outside the American Consulate. The demonstrators smashed the windows of the American bar at the Cinema where an American film was being shown, and also those of some American business premises. The fire brigade used the hose to disperse the mob from attacking the police station.

In the course of the demonstrations a shot was fired and a man killed. The crowd smashed the windows of the League of Nations, doing great damage.

Sweden, Brazil, Argentine and France.

STOCKHOLM, August 23rd.

The police charged and scattered demonstrators at Gothenburg and Stockholm.

RIO DE JANEIRO, August 23rd.

There were no anti-American demonstrations despite numerous meetings of protest.

BUENOS AIRES, August 23rd.

The crowd stoned the American commercial houses and the police had to be reinforced to break up the demonstrators.

PARIS, August 23rd.

Twenty-five Communists attacked a police post at St. Nazaire. A shot was exchanged and four persons arrested.

REPORTS OF SOVIET SAILORS' MUTINIES.

ONE UNFOUNDED.

[THROUGH REUTER'S AGENCY.]

BUKHAREST, August 22nd.

It now appears that reports that the Russian sailors on the French (ex-Russian) steamer *Dreyfus* had mutinied, were unfounded.

The vessel is reported to have arrived at Constantinople.

[A Bukharest message of August 20th stated:

The newspapers publish reports of a mutiny of Soviet sailors on the Egyptian steamer *Costi*, which left Sulina for Alexandria on the 8th inst.

It appears that the *Costi* was originally a Russian vessel, retained by General Wrangel and eventually sold.

On the voyage from Sulina some of the Russian members of the crew killed two of the ship's officers and severely wounded the captain. They took the vessel to Odessa, where the Soviet flag was hoisted.

The papers also state that it is feared the French ship *Dreyfus*, of Russian origin, with a partly Russian crew, has disappeared.]

THE IRISH DAIL.

LABOURITES NOT TO SUPPORT DE VALERA.

[THROUGH REUTER'S AGENCY.]

LONDON, August 22nd.

Mr. Johnson, the leader of the Labour Party in the Irish Free State Dail, has announced that the Labourites have decided not to support Mr. De Valera if he be nominated President, because that "would nullify the Labourites' attempt to bridge the gulf dividing the nation."

ALIEN VISITORS TO BRITAIN.

HALF OF THEM AMERICANS.

[BRITISH WIRELESS SERVICE.]

RUGBY, August 22nd.

According to a White Paper, of 112,781 aliens who landed in Great Britain between March 31st and June 30th, a total of 53,369 were citizens of the United States, 22,590 were French and 17,676 were Germans.

"WHIPPETS"

First Four Shipments Sold Out.

Next due "EMPRESS OF ASIA" AUGUST 29TH.

LET us give you a demonstration *Now.*
100,000 have been sold in America in One Year.
DRIVE THE CAR and appreciate the reason.

GILMAN & CO., LTD. Hong Kong. | DURO MOTOR CO., LTD. Kowloon.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Notes from Great Britain—The Luxury Coach—My Car, Jane, and I—Fiat Successes—Popularity of the "Whippet"—5,000 Miles in 5,000 Minutes—Giant London Omnibus.

"WHIPPET"

6 Cylinder 4 Door Sedan.

Speed—Power—Comfort:

Beautiful Low Swung Body.
Astonishingly Low Price.

Next Shipment due AUGUST 29TH.

LET us give you a demonstration *Now.*
A trial run will convince you.

GILMAN & CO., LTD. Hong Kong. | DURO MOTOR CO., LTD. Kowloon.

Still *more* testimony about

DUNLOP

GIANT PNEUMATIC TYRES

Satisfied users continue to write us regarding the outstanding performances of Dunlop Giant Pneumatic tyres.

12th May, 1927.

Dear Sirs,

We think you will be interested in our experience with a set of seven 36 × 6 S/S Dunlop Tyrps put into service on a new 24-seater Albion 'Bus twelve months ago. The total mileage up to last night covered by the vehicle was 53,116. Of the original seven tyres, three are still in use, although they have not all been running the whole of the time.

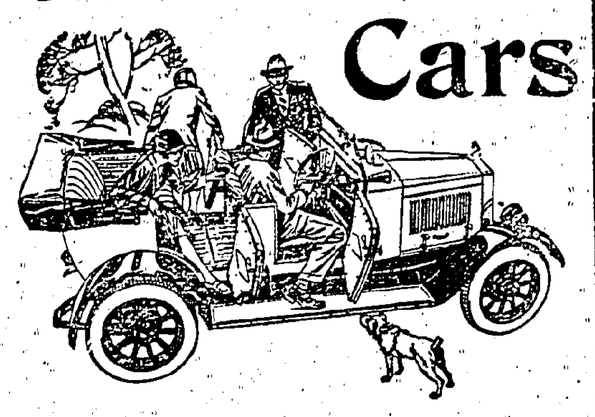
The average distance covered is over 40,500 miles per cover; and, as three of the covers are still running, we are expecting an average mileage of between 44,000 and 45,000 miles per cover.

These results are very similar to our experience with your tyres on other buses.

Yours faithfully,
For THE LEICESTER & DISTRICT BUS COMPANY,
(Signed) F. H. GERARD.

DUNLOP RUBBER COMPANY, LIMITED,
FORT DUNLOP, BIRMINGHAM.
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[A.P.B.]

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REDUCED PRICES, BETTER VALUE.

			NETT CASH PRICES FOR DELIVERY London Hong Kong	
MORRIS-COWLEY 11.9 H.P.				
4' TRACK 8'8" WHEELBASE:				
ROADSTER	2 Seater	DICKY	£160	£190
TOURING (4 DOOR)	4 Seater		177	210
COUPE	2 Seater		182	220
SALOON	4 Seater		195	235
MORRIS-OXFORD 13.9 H.P.				
4' TRACK 8'10½" WHEELBASE				
ROADSTER	2/3 Seater	DICKY	£220	£250
TOURING	4/5 Seater		240	270
COUPE	2/3 Seater		245	290
SALOON	4/5 Seater		265	310
CABRIOLET	4/5 Seater		295	340
LANDAULETTE	4/5 Seater		325	370
MORRIS-OXFORD 13.9 H.P.				
4'8" TRACK 8'10½" WHEELBASE				
TOURING	5 Seater		£260	£295
SALOON	5 Seater		288	335
MORRIS-OXFORD 15.9 H.P.				
4'8" TRACK 9'6" WHEELBASE				
TOURING	5 Seater		£325	£365
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(All prices include FOUR WHEEL BRAKES) (and full equipment)

BEFORE YOU PURCHASE ANY CAR INVESTIGATE THE DEALERS SERVICE AND INSPECT STOCKS OF PARTS CARRIED—COMPARE MORRIS VALUES AND ASK US FOR A DEMONSTRATION.

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NOTES FROM GREAT BRITAIN.

[FROM A LONDON CORRESPONDENT.]

"H.R.H. the Prince of Wales, has consented to act as President of the World Motor Transport Congress which will be held in London this autumn, adding yet another important event to an already crowded season. This year's series of Exhibitions will be particularly complete. The Motor Show will be open from October 13th to October 22nd. Next in order is the Cycle and Motor Cycle Exhibition which will occupy Olympia from October 31st to November 5th. Finally we have the Commercial Motor Transport Exhibition from November 17th to November 26th. The World Motor Transport Congress is timed to take place just before the last named event.

The meetings will be held on November 14th, 15th and 16th, and the subjects to be discussed are of the highest importance. They include discussions on road construction and improvement in relation to the development of motor transport; motor transport as an instrument of development of world resources; the necessity for co-operation between road and rail transport; possible improvements in facilities for international travel by road; fuels and fuel supplies; and the development of motor vehicles suitable for service on bad roads and for cross country use. The Congress, though not organised by the Government, may be regarded as at least a semi-official event, since it is already definitely known that the Imperial Government and the Governments of the Overseas Dominions will be well-represented at it, and there is every reason to anticipate that foreign countries will prove equally interested.

Visitors from Overseas to the Exhibitions or Congress may note, with advantage, that the Automobile Association has established an office at 11, The Avenue, Southampton, where motorists landing at that port can obtain all the information they require. As regards registration, the Automobile Association announces that motorists may now proceed to the nearest registration authority before complying with the requirements of the British law. Thus, those landing at Folkestone or Dover can drive on to Canterbury or Maidstone before going through the necessary formalities; Southampton has its own registration office; and those landing at Newhaven will find an office in Lewes.

British Motor Cycle Success.

The important successes achieved by British motor cycles both at home and abroad are so numerous that it is quite impossible to keep pace with them. At the opening event of the Brooklands season this year, Mr. Herbert le Vack put up a remarkable performance in the three-lap Scratch Race. This he won at an average speed of nearly 95 miles an hour on a 498 c.c. New Hudson. During the race he actually completed one lap at the rate of a little over 100 miles an hour, a feat only once before achieved by a 500 c.c. machine.

Overseas Achievements.

British motor cycle successes have been equally significant outside Great Britain. Thus, for the fourth year in succession, the B.S.A. team of motor cycls won the team prize in the Paris to Nice trial; only three of these machines were entered, and all three went through without losing a mark, though the course had been stiffened to such an extent that only about two-thirds of the competitors finished at all. Of the foreign machines in this trial, *The Motor Cycle* points out that the most successful were those fitted with British engines. These were of the Villiers two-stroke types; four of them being tiny little units of no more than 172 c.c. capacity—nevertheless, all won gold medals and cups.

Twenty-four Year Old Engine.

Messrs. John I. Thornycroft & Co recently had an enquiry for spares in respect of an engine which, when its number had been traced, was found to have been built in 1903. On investigation it was discovered that this engine, after 23 years' service in a lorry, has now been installed for driving a saw. Incidentally it is worth noting that the spare parts required for it were in stock and, therefore, could be supplied immediately.

(*Continued on next Column.*)

THE LUXURY COACH.

As a direct result of the great increase in long-distance travel by coach and the institution of regular coach services between towns and cities often widely separated, the need has shown itself for comfort analogous to that provided by the railway, and with the most modern types of coach this comfort has been equalled if not surpassed.

The advances in this direction have proved themselves to be greater this season than ever before, and there are now in regular service many really striking vehicles. Among them, for example, is a coach in which every passenger is provided with a telephone earpiece, and the microphone through which the courier speaks is used in conjunction with a two-valve amplifier. Other vehicles have been equipped with travelling buffets from which cocktails, etc., can be served, and recently, say *The Commercial Motor*, we have seen a most luxurious example which embodies a complete kitchen for the serving of light meals, tea, etc. It has numerous cupboards and "cabinets" for holding spirits and liqueurs, and sets of china and glassware sufficient to meet the needs of the 20 occupants. This same vehicle is also provided with a hygienic lavatory complete with folding washstand similar to those employed in the cabins of ships. Incidentally, the kitchen attendant or steward is in communication with the driver by means of a special signalling device.

FIAT SUCCESSES.

In speed trials held recently at Lisbon, over a distance of one kilometre, standing start, a sports type 8 h.p. Fiat (model 509-S) was not only an easy winner in the 1,100 cc. class, but beat all the cars in the 1,500 cc. division, as well as four in the 2,000 cc. class, two in the 3,000 cc. class, and one in the division for cars of more than 5,000 cc. The 8 h.p. Fiat has a piston displacement of 990 cc.

A four-year-old Fiat 501-S won first place in the 1,500 cc. sports class, while a Fiat 501-SS captured the Goodyear Cup.

5,000 MILES IN 5,000 MINUTES.

A FEW STATISTICS.

Probably few of the motorists who like to "step on it" and watch the speedometer needle swing around to six or seventy miles an hour ever realize what a terrific ordeal is imposed upon the motor of their cars by such speed. If they did, they would have a lot more respect for the stamina of an automobile power plant.

Just recently a Studebaker Commander did a history-making run of 5,000 miles in less than 5,000 minutes. The only sound which reached the spectators was a subdued "whish" of the exhaust, but inside the motor a veritable fusillade of red hot explosions was being fired—1,100 explosions to the minute in each of the six cylinders; a total of more than 33,000,000 explosions for the trip. When the car had completed 5,000 miles, each piston had been forced up and down a total distance of 1,750 miles—more than 10,000 miles for the six—each piston making 11,000,000 strokes at such a rapid speed that the eye would have been unable to follow them, even had they been visible. Each of the wheels rotated approximately 3,300,000 times.

From a single forge and a tiny shop which began with a capital of $68, to nearly two square miles of plants and $100,000,000 of assets is the amazing growth recorded by The Studebaker Corporation in three quarters of a century of manufacturing.

Selfridge's Delivery Fleet.

One of the biggest fleets of delivery vans in London is that operated by Messrs. Selfridge, who conduct deliveries by car over an area of fourteen hundred square miles. For quite short distance work horse vans are used; next comes a limited area in which electrically propelled vehicles are employed, and finally some 65 petrol vehicles operate the main service. Of these, 24 are Star vans; and I understand that Messrs. Selfridge intend, in future, to concentrate on this make, owing to the admirable results given up-to-date. For instance, one van, purchased in November, 1924, has now run about 25,000 miles without a single involuntary stop, and without any kind of repair except the relining of a brake, necessitated by reason of the incessant halts involved in delivery work.

POPULARITY OF THE "WHIPPET."

Mr. John N. Willys, President of Willys-Overland, stated that, as far as production was concerned, May was the biggest month in the history of the Company.

"Shipments for the month," he said, "were 36,948 cars the total value being approximately $23,000,000. Exact figures of retail sales for the month are not yet available, but it is safe to estimate that they indoubtedly exceed the shipments."

This report followed very closely the one which Mr. Willys made upon the completion of the first year's production of the Whippet, in which the sales reached 110,000. Commenting on the general acceptance of the Whippet Mr. Willys says:—

"The trend of the modern light car is distinctly toward the type of construction embraced in the Whippet. The Overland Whippet was brought out only after years of engineering development at our factory in Toledo, and when first announced in June of last year, it was considered by some as a radical departure from the engineering standard of that date. We declared at the time that it would only be a short time until other manufacturers would come to realize that Willys-Overland had solved the problem in the light four cylinder field by producing a car economical to operate, safer to drive by reason of four-wheel brake equipment, and easier to handle under all conditions because its type of construction was along the most scientifically sound engineering principles. It is an established fact that since the introduction of the Whippet, many other manufacturers have adopted the Whippet style of construction, and still others are planning to follow the principles of construction so typically Whippet,—low centre of gravity design, economy of operation and four-wheel brake equipment."

It is interesting to note that the majority of "Whippet" cars sold by Messrs. Gilman & Co. in Hong Kong are built in Canada. All of them are constructed with right hand drive.

(*Continued on page 9.*)

Humber

3.49 H.P., O.H.V.

WE have just received a shipment of these famous

SPORTS MOTOR CYCLES

AND SIDECARS

THESE SNAPPY MACHINES ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL AND SEE THEM EARLY.

Lane, Crawford, Ltd.
SOLE AGENTS.



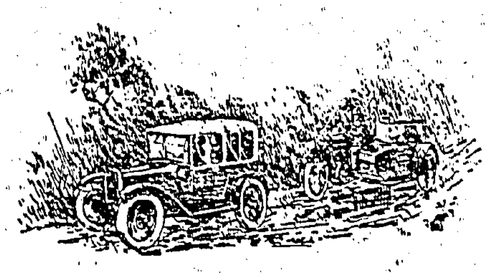
"Cents for oil or dollars for repairs"

SOCONY MOTOR OIL

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FOR DIFFERENTIALS USE SOCONY GEAR OIL

STANDARD OIL COMPANY OF NEW YORK



IN ALL WEATHERS

the Professional Man

has to be out.

Austin

CARS,

from the "7" to the "20"

are pre-eminently suitable for him.

Easy and economical to drive,

to maintain and to garage.

Full particulars of all models from the Sole Agents:

ALEX. ROSS & CO. (CHINA), LTD.

Prince's Building and 1a, Chater Road.

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[A.P.D.5]

FAMOUS NAME DISHONOURED.

SENTENCE ON A JOSEPH CONRAD'S SON.

"This man has brought dishonour on a great father—one of the most lovable men who ever lived, and his mother is left to bear the shame," said Mr. Roland Oliver, K.C., at the Old Bailey in appealing for leniency for Alfred Borys Conrad, aged 29, elder son of the late Mr. Joseph Conrad, the novelist, who pleaded guilty to converting to his own use £1,100 entrusted to him for the purchase of manuscripts of his father's works.

Sentence of twelve months in the second division was passed.

Mr. Eustace Fulton, for the prosecution, said the money Conrad obtained from Mrs. Bevan to buy manuscripts of his father's works was used to pay off debts. He was made bankrupt soon afterwards, with liabilities of £7,600.

Blown Up In France.

Detective-Inspector Humphreys said that Conrad did well in the Army during the war. He inherited £500 a year under his father's will, being one-fifth of the income allowed under the will. On the death of his mother, who was now 56, he and his brother would inherit the whole estate.

Mr. Richard Curle, an intimate friend of the author and one of his executors, said that after young Conrad had been blown up by a shell in the war he noticed a great mental change in him. Mr. Conrad's estate had become very valuable, partly through the film rights but mainly because of the royalties.

Mr. Oliver, for the defence, said that Mr. Joseph Conrad had his son trained to be a sailor, as he himself had been. It was a matter of great grief to him that his son's eyesight prevented him from going to sea.

An Aggravation.

The Recorder, passing sentence, said: "I cannot take into consideration the sorrow that must fall upon your mother and upon your wife and child. I am sorry also that I cannot take into consideration the dishonour to your father's name, for if I did I should regard it as an aggravating circumstance that the name of a man who has adorned our English literature should be dishonoured by his son.

"By your own admission you have been guilty of a heartless fraud and have swindled your best friend. You have defrauded people who could ill afford to part with their money."

GIANT LONDON OMNIBUS.

6 WHEELS AND 104 PASSENGERS.

A giant omnibus—stated to be the largest in the world—attracted much attention when it arrived at Scotland Yard to undergo official tests.

It was built by the Associated Equipment Company, Ltd., and will be used at present for conveyance of their employees between Walthamstow and the works in Windmill-lane, Southall, Middlesex.

The chief innovation is a safety ladder from the front part of the covered top deck. In case of need, a door at the side near the front can be opened and passengers can descend.

Another addition is the covered-in stairway leading to the top deck.

Fitted with six wheels and pneumatic tyres, the omnibus, which one spectator named "the Street Liner," will carry 104 passengers, which is double the number carried in the present type of London General covered-in omnibus. The new vehicle is slightly less than 30ft. long, and is 7ft. 2in. wide.

The Associated Equipment Company, Ltd., build the London General omnibuses, and it is therefore possible that the new giant type may be put into public use on the London streets.

FOX-HUNTING IN SPAIN.

One cannot help being slightly amused by the reported Royal decree in Spain prohibiting fox-hunting on the ground that it affords "a spectacle which is repulsive and uncivilised." I have heard defences of bull-fighting, but none that would not amply include the English sport.

Fox-hunting has had a fairly extended history in the Peninsula. Wellington and his officers had packs of hounds with them, and thus beguiled the tedium of the dull days behind the lines of Torres Vedras.

At that time, one remembers, Sir Arthur Conan Doyle's impulsive Brigadier Gerard took part in a run and finished off the fox with one slash of his sabre. Perhaps the Spanish decree is based on a delusion that this is how the hunt is usually conducted.—*Evening Standard.*

MOTORING NOTES

(CONTD.).

MY CAR, JANE, AND I.

[BY A WOMAN OWNER-DRIVER.]

Treat your car as if it were alive, not as a dead, mechanical thing. Treat it as you would your favourite dog or your pet hunter. You will get much more work out of it, and you will get much more fun out of driving.

To me a car is a living thing. I think most owner-drivers regard their little "'buses" in the same way. I talk to mine when I accelerate suddenly to meet some unexpected traffic necessity.

"Come on, Jane; you can get through here easily," I say as we spurt to avoid being squeezed against a lorry by an unsympathetic taxicab.

My present "'bus"—a claret-coloured coupé, with leather upholstery to match!—is Jane II. Her predecessor was a grey two-seater whom I christened Jane Elizabeth. Naturally she became Jane for short.

There is something about driving and doing things for yourself that you miss entirely if you are merely a passenger. I'd rather change a wheel than have someone do it for me. I don't mind hosing Jane down and I enjoy polishing her paint-work. Even cleaning the wind-screen or windows is fun—you can do it in a few seconds with metal polish. Perhaps I'm extra stupid, but I did not know until quite recently how splendid metal polish is for glass. If it comes as a tip new to you, you will bless me.

Gulls and Greasing.

There is one thing I hate doing—that's greasing. When I'm on that messy job I get somewhat wily. Someone is sure to come along and, sticking his hands in his pockets, give lordly advice. So I listen meekly and put the grease gun at a slight angle, so that the oil squirts out instead of it.

The lordly one will say with scorn, "That's not the way to do it. Here, give it to me."

So I hand over the gun with an air of reluctance and gaze quite foolishly while the greasing is done properly. It takes quite a long time before I can comprehend the right way of doing it, and by that time a portion, at any rate, of the nasty job is done.

Sometimes I can hardly repress a smile of guilty joy at seeing the work progress. Then I get flung at me, "You little beast! I believe you knew all the time how to do it properly. *Now* look at my hands!"

Manufacturers and people who declare you can grease a car in your party frock ought to be made to do it and then go to their party. Why, you have to kneel down and put your arm right underneath the chassis to get at some of the places. Anybody can have the job of greasing Jane. We both agree on that point.

The Passenger Who "Drives."

When I'm a passenger in a car I hate it. It makes me nervous. I find myself jamming my foot down hard on the floor-boards at awkward moments. All drivers who are passengers do that. It is an instinctive putting on of the brakes. But when I'm driving I love it. Narrow shaves—and who doesn't have them, driving in London or any big city?—that cause my passenger to turn a shade paler, leave me calm and unruffled. Jane knows me and I know Jane. *We* trust each other.

Presents for Jane.

Jane is just as keen on gadgets as I am. If I roam through the motor department of a big stores and buy one or two little things I can't afford, I always compromise with my conscience by saying, "Well, anyway, Jane will *love* that tyre-tester. I think we ought to have a plug-tester, too. She told me the other day one wasn't sparking as well as it should. Besides, she's been standing in the street a long time, and ought to have something as a little present."

I love Jane, and I believe she has a sneaking regard for me.—*Daily Mail.*

A SATISFIED WIFE.

Friend (congratulating proud father of fine boy): "And what's the name to be?"

Proud Father: "Oh Austin."

Friend: "Admirer of Chamberlain, I suppose?"

Proud Father: "Oh, no, but my wife has always longed for a Baby Austin."

GREYHOUND RACING IN LONDON.

"ENGLAND" BEATS "AMERICA."

AN EXCITING HURDLE RACE.

[THROUGH REUTER'S AGENCY.]

LONDON, August 23rd.

Fifty thousand spectators including Mayor Walker, of New York, saw England beat America at the White City when the English greyhound Waterbubble, wearing the Union Jack, outstripped Rollo, wearing the Stars and Stripes, in one of the most exciting hurdle races ever seen on the track.

Rollo, who started favourite, kept the lead till the last hurdle, where, with a magnificent leap, Waterbubble passed his rival.

The crowd set up a roar that must have been heard miles away.

Mayor Walker presented the cup to Waterbubble's owner.

GOLF.

AMERICAN AMATEUR CHAMPIONSHIP.

[REUTER'S AMERICAN SERVICE.]

MINNEAPOLIS, August 23rd.

The leaders and first in the half of the thirty-six holes qualifying in the American Amateur Champion ship are two 19-year-old players, Eugene Homans and Finlay with 71 and 72, respectively. The 20-year-old Canadian champion, Carrick, took 73, while Evans, Ouimet and Jones were all 75.

WATER POLO.

The two League matches postponed from Monday, will be played to-day at the Victoria Recreation Club camber, the first tie commencing at 600 p.m.

The teams engaged are:—

Royal Navy *v.* K.O.S.B.

V.R.C. "A" *v.* Scots Guards.

FLYING IN CANADA.

'PLANES TO TAKE MAILS FROM VESSELS.

Major G. H. Scott and Mr. Gibbs have now returned from their mission to Canada. As a result of their visit the Canadian Government has decided to erect an airship mooring mast at Montreal. The mast-head is being ordered through the Air Ministry in London, but the Dominion will make its own contract for building the rest of the mast.

Major Scott has also visited the United States, and has discussed with the authorities there the question of standardising airship mooring gear. The masts in America are based on Major Scott's design, but differ from it in certain details.

Until recently Canada has made good use of aircraft, but almost entirely for survey work and forest patrols. Now aerial transport has begun to spread in the Dominion. The airway from Hailey to the Rougn goldfields actually paid its way last year without a subsidy from the Government. The Canadian Government, unlike that of Australia, is opposed on principle to subsidising civil airways.

The Post Office, however, has decided to make a start with air mails. The initial service is designed to expedite the incoming Atlantic mails, and in summer a flying boat service is to work from Father Point, in the Rimouski district of Quebec, to Montreal. In the winter the eastern termini will be St. John's in Newfoundland and Halifax in Nova Scotia. It is expected that this air mail will gradually be extended across the Continent to Vancouver.

Meantime civil flying companies, which mostly carry out survey work, practically doubled their work in 1926, and the last air vote in Parliament was also double that of the preceding year. Flying in Canada is almost exclusively carried out by flying-boats, as the rivers and lakes afford safe places everywhere for seaplanes to alight and where landplanes would often find it impossible to land without a crash.

MR. H. G. WELLS'S DELUSIONS.

GENERAL STRIKE NOVEL.

"ALL WRONG" SAYS "THE DAILY MAIL."

We give the following *Daily Mail* review of Mr. H. G. Wells's new novel "Meanwhile." The picture of a Lady." According to our contemporary Mr. Wells has spoilt a fine story by trying to put the world right:—

Mr. Wells's new novel would have been better fare if the author had cut out of it the interminable political arguments and disquisitions with which he has padded its pages. His reflections on the general strike will no doubt secure him a multitude of readers in Petrograd and "Red Wales"; but it is a pity that he lets his foolish obsessions run away with him and does not verify his facts. His account of the part played by *The Daily Mail* on the outbreak of the strike, for example, is a complete travesty of the truth.

When the Socialists and politicians are not talking, the story moves briskly and has abundance of episode, humour, and romance. At its close it rises to real beauty and tenderness. The characterisation is also clever. Mrs. Rylands, the "lady" of the sub-title, is a charming and distinguished feminine study, and it is round her beautiful Italian house that the plot revolves.

If only Mr. Wells would cease to imagine that he has a special mission to put the universe right, what books he might give us! We cannot congratulate him on the rather silly little sketches, illustrating the strike and jeering at Mr. Churchill and Mr. Baldwin, which he has inserted.

"For King and Country."

As for the *Daily Mail* affair, Mr. Wells is full of indignation that the Cabinet should have broken off negotiations when a number of mechanical workers decided to suppress a leading article in this newspaper. This was not, however, as he states, "an anti-Labour article" but an appeal to national patriotism, entitled "For King and Country." Mr. Wells proceeds:

The coup was prepared. It was too clumsy, too out of proportion to be a genuine thing. Forthwith the Cabinet hear of *The Daily Mail*. Remarkably quick. "It's come off," I guess some one said. "Get on with the break." Like a shot the Cabinet responded. . . . The Government snatched at the excuse of that little *Daily Mail* printing office strike to throw down the whole elaborate sham of negotiating for peace.

Every fact and every conclusion here is wrong. The attempt to censor *The Daily Mail* was the fourth attack made by irresponsible extremists within a few hours upon the freedom of the Press and liberty of speech. The three other newspapers surrendered. *The Daily Mail* stood firm against an illegal and capricious interference, and the Cabinet had no knowledge of the incident whatsoever until it was over.

Abysmal Ignorance.

Mr. Wells cares not one jot for freedom of speech and of the Press in his own country. But when in Italy the Fascists stop grave abuses of that freedom by Communists, he had nothing but sneers for the Italian nation.

"The whole country is one great prison. A prison with punishments and tortures. . . . Only you Anglo-Saxons have won your way to real freedom, freedom of thought, freedom of speech and proposal. . . . But in Italy that actor, that destroyer, that cannibal, silences us all.

To which the critic who knows Italy can only reply that Mr. Wells is once more displaying abysmal ignorance. Let him get back to his Martians and leave politics to those who understand them better.

A NEW DANCE.

MIXTURE OF ALMOST ALL THE OTHERS.

"Can you Yale?"

This question will be asked in ball-rooms next winter, if the prophecy of the dancing teachers is fulfilled. Last week more than 700 of them were in conference, and the new dances they had agreed upon were demonstrated in London.

The spectators almost unanmously selected the Yale, as shown by Major Taylor and his partner, as likely to be the most popular.

"It is a new dance in Blues time," Major Taylor said to a reporter, "and quite slow. Take a basis of Blues, add a flavouring of tango, a fox-trot step, and a dash of Charleston, and you have the Yale. The dance is supposed to have originated from the students of Yale: at least that is where I got the idea."

The steps are not difficult, the promenade of the tango playing a large part.

Meanwhile the waltz has once again come into popularity, especially at private dances.

THE LOST PROFESSOR.

FORGOTTEN IDENTITY MYSTERY.

CURIOUS ITALIAN CASE.

ROME.

The extraordinary story of a man in Collegno Asylum who cannot remember his identity, and who six months ago was identified as Professor Giulio Canella, of Padua, who disappeared in a skirmish in Macedonia in the war, again excites public curiosity. After the man had been declared by the professor's wife, brother, and children to be the professor himself, and had been taken away by them, he was suddenly removed once more by order of the police, who believed that they had proofs that he was an ordinary imposter known as Bruneri, and he was re-interned in Collegno Asylum until a decision had been given by the courts.

A wealthy uncle of Professor Canella has now come from Brazil and is determined to obtain the liberation of the man whom he considers to be his nephew. The uncle, his brother and wife, have come to Rome together to present a memorial of 100 pages to the Minister of Justice claiming to identify the inmate of Collegno Asylum as belonging to them. Curious arguments are adduced—that the wife of Bruneri can show no photograph of her husband even at the time of their marriage, that the inmate of the asylum, in two months, lost the greater part of his hair, which, according to alienists, is "proof of mental infirmity," and that the police probably lost the prisoner who was the real Bruneri through his escaping from his cell during the momentary absence of a warder who afterwards delivered another prisoner to the asylum.

The inmate of the asylum meanwhile appears to be unable to give any clue to his identity and remains perfectly silent.

"THE ONLY WAY" FILM.

SIR J. MARTIN-HARVEY SUED FOR ROYALTIES.

Mr. Acton Acton-Bond, actor, of Avon House, Ferring-next-the-Sea, near Worthing, Sussex, sued Sir John Martin-Harvey, in the King's Bench Division, for an account of royalties received by him in respect to cinematograph performances of the play, "The Only Way." The claim was contested.

Sir Patrick Hastings, K.C., for Mr. Acton-Bond, said the parties were associated at the inception of the play which was produced in 1899, and there was an arrangement that out of his royalties Sir John Martin-Harvey was to give Mr. Acton-Bond 5 per cent. The question now arose as to whether he was entitled to have that on the sale of cinematograph rights.

About 1901 there was a dispute between the parties. An action in the Chancery Division was settled on terms under which Sir John was to pay Mr. Acton-Bond 5 per cent. of his share (25 per cent.) of the royalties.

Mr. Acton-Bond gave evidence that it was through a statement in the newspapers that he learned that Sir John Martin-Harvey had sold the cinema rights of the play.

Mr. Stuart Bevan, K.C., for Sir John Martin-Harvey (cross-examining): Do you suggest that we have endeavoured to keep you ignorant as to the terms of the film agreement?—I do.

£6,000 For Film Acting.

Opening the case for the defence, Mr. Stuart Bevan said it was idle for Sir Patrick Hastings to suggest that Sir John Martin-Harvey was master of the situation. He could not move without the assent of Mr. Wills (part author of the play) or his executors, who received 25 per cent. of the royalties. Mr. Wills's trustees accepted £500 as half share in the film rights.

Sir John, continued Mr. Stuart Bevan, got £1,000 for the right to make the film, £3,200 for the performance from which the film was taken, and in addition he was to receive something from the receipts of the performance of the film.

Sir John Martin-Harvey, giving evidence, said he did not know that during the past year 5 per cent. was paid to Mr. Acton-Bond on the 50 per cent. He had never authorised anyone to alter the agreement.

Cross-examined by Sir Patrick Hastings, who asked if the play "The Only Way" had made a fortune, Sir John replied "No," but he agreed it had made a fair amount of money.

In filming the play, said Sir John, there were eighteen performances.

Sir Patrick: How many thousand pounds did you get paid for your services and eighteen performances?—I got paid £6,000.

That was exclusive of the valet and personal expenses?—Yes.

The hearing was adjourned.

A—U.S. BOY LOOKS AT ENGLAND.

[BY CHARLES H. MOORE, *A member of the Kent School crew from Connecticut, U.S.A., which competed at Henley Regatta.*]

The first thing our crew noticed after arrival in England was that crowds, traffic, transportation are all handled with great care and efficiency.

We are impressed, too, by the efficiency with which the Henley Regatta was managed. When we learned that just about one hundred crews were entered we expected a good deal of confusion.

But everyone seemed to know just what to do without the presence of officials.

It seems to me that the English get more fun out of their sports than we do at home. We take it all much more seriously. It surprised us to see men in middle age rowing in the same crews as fellows of our own age. In America, except for golf and tennis, a man's participation in sports stops when he graduates from college.

* * *

Our headmaster, who brought us over, did not want the trip to be simply an athletic episode, so he arranged for us to make some visits to English public schools.

We visited seven schools in all—Radley, Rugby, Westminster, King's (Canterbury), Winchester, Marlborough, and Eton. We were turned over to the boys in all of these schools, and they all seemed just about the same in their general point of view as the American boys they were entertaining. People told us that they would be reserved and hard to talk to, but that was not the case at all.

As far as we could make out they do not know much about America. Of course we are in a very different position at home. English history and English literature are major subjects with us—we cannot study our own history and literature otherwise. We found but one school where there was a course in American history.

I think that this limited horizon applies not only to the history of my own country but also to that of Canada and the other British Dominions. I think most American boys know more about Canada and Australia than English boys know.

We shall never forget our morning at Eton when we saw the review of the O.T.C. and had the privilege of being presented to the Prince of Wales. There is something about him which attracts one at once. He was so dignified and yet so simple. He seemed to know why we were over here and wished us to know that he was glad we came.

I think that the object of our trip has been accomplished. England is our Mother-country, and we go back home with a clearer understanding of England, a greater admiration for England, and, if I may add it, a more real affection for England than we had when we came.

FIGHT FOR NOTTINGHAM MARKET.

OPPOSITION TO REMOVAL AFTER 1,000 YEARS.

A stern fight is being waged at Nottingham over the future of the 5½ acres Great Market Place, said to be the largest of its kind in the country. For more than a thousand years a market has been held there.

A majority of the City Council thinks that the time has come for market to be transferred to a covered hall which it is proposed should be built at a cost of about £45,000 in King Edward-street.

A leader of the organised opposition said:—

We are being robbed of a long-cherished privilege which still brings with it certain practical advantages, such as keeping down prices in shops. We like the old-fashioned atmosphere created by the stalls. No covered market in any other city has been able to pay its way, and there is nothing to lead us to suppose that Nottingham would prove an exception.

Protest meetings, one attended by 10,000 people, have been held, and petitions against the removal have found extensive support.

Mr. J. M. Mackie, an ex-President of the National Federation of Market Traders of Great Britain, said:—

The council has decided to move the market without consulting the rate-payers. In three hours they decided to sweep away the privileges which have existed from the days long before William the Conqueror. We are convinced that there is a majority of 100 to 1 against the removal.

At one end of the market-place is being built the new City Hall at a cost of £500,000. That this should look down on a collection of stalls is regarded as incongruous by those members of the council who favour the removal of the market.

KING EDWARD VII. AND GERMANY.

ATTEMPTS TO SECURE AMITY BETWEEN THE TWO NATIONS.

KAISER AND KING ON THE FAR EASTERN PROBLEM.

[BY SIR SIDNEY LEE.]

It was to foreign affairs and to military affairs that the King from the first mainly directed his attention. The foreign policy of the country had been his eager study for some forty years. Long before his accession he had talked over its details or corresponded about them with British Ministers and Foreign Ambassadors in England, or with foreign statesmen and their rulers abroad, with an ever-growing zest. His protracted struggle with his mother over his desire that the Foreign Office should transmit their despatches to him had ended in his favour, and of late he had exchanged letters on foreign questions with the Kaiser, the Tsar, and the King of Greece. Ample material for estimating the character and aims of foreign Powers was at his disposal, and his accumulations of knowledge enabled him to offer invaluable suggestions on the course of foreign policy. His habit of correspondence and of personal discussion on foreign affairs continued through his reign, and he was prolific in independent comment and warning to his Ministers whenever foreign policy was in question.

It was the constitutional function of the Prime Minister and the Foreign Secretary especially to advise him as to his attitude towards every foreign question as it arose. But King Edward's lifelong study of foreign affairs, and his ripened intimacy with the chief personal factors in Continental politics, did not allow him to restrict his sources of foreign information to his Ministerial counsellors, or to echo with automatic docility their opinions. Not seldom he changed places with his constitutional advisers and offered advice instead of receiving it. He was constitutionally in no position to ensure its acceptance by his Ministers, but there was nothing to prevent his so-called servants from adopting his counsel when they saw fit and of tendering it back to him as a Ministerial pronouncement. In such a way did King Edward advise his advisers.

His invariable aim was to promote peace and good will, provided that British interests were duly respected. He always recognised that in certain eventualities war might be inevitable, and foreseeing the horrors of a European conflict to be carried on with the latest machinery of destruction, he pursued with energy every means of establishing peace short of any surrender to humiliating counsels of fear. The main historic importance of King Edward's reign is the abandonment of the time-worn policy of isolation in foreign affairs, and the substitution for it of a system of ententes and alliances.

A Clouded Horizon.

Clouds hung over Britain's foreign horizon when King Edward ascended the throne. The South African War was still in progress, and the cherished hopes of an early and prosperous conclusion were fading. The sympathy of foreign peoples with the cause of the Boer enemy continued to manifest itself in rancorous denunciation of the British name in all the market-places of Europe. Foreign Governments in their intercourse with the British Government diplomatically qualified the notes of popular hostility, but doubts were justified whether the correct tone of the Chancelleries of Europe implied any genuine good will. One thing alone was certain, that England was isolated and friendless. Lord Salisbury, King Edward's first Prime Minister, had long been wedded to that policy of "splendid isolation" which had been the constant British tradition through the last forty-five years of Queen Victoria's long reign.

The disposition of the Powers of Europe at the beginning of King Edward's reign was mainly conditioned by the two sets of alliances, the Triple Alliance of Germany, Austria, and Italy, and the Dual Alliance of Russia and France. A favourable interpretation viewed the two alliances as counterpoises the one to the other, making for a stable European equilibrium. These opposing armed camps were kept apart in chronic antagonism by two age-long quarrels which were the seeds of past and future wars. France could never forgive Germany for the annexation of Alsace and Lorraine, while Russia and Austria were striving bitterly for hegemony in the Near East. But there was always a chance, though a remote one, that jealousy of Britain, from which no great European Power could be reckoned quite free, might be so stimulated by circumstance as to bring the members of the two alliances together in a combined challenge to Britain's place in the world. Britain was thus isolated, friendless, and engaged in a none too successful or popular war when King Edward ascended the throne.

Tentative Steps.

Even before King Edward came to the throne several prominent British statesmen had begun to urge the abandonment of our "splendid isolation," and in the more acute minds our natural allies were thought to be Germany and America. In November, 1899, Mr. Chamberlain, in a speech at Leicester, had initiated the idea:

"No far-seeing statesman," he said, "could be content with England's permanent isolation on the Continent of Europe. . . . The natural alliance is between ourselves and the German Empire. . . . Both interest and racial sentiment unite the two peoples, and a new Triple Alliance between Germany, England, and the United States would correspond with the sentimental tie that already bound Teutons and Anglo-Saxons together."

For two years Mr. Chamberlain worked steadily towards this end, in spite of the apathy of Lord Salisbury, and in face of the obvious difficulty on the part of Germany of securing the new alliance without losing the older one with Austria and Italy. Germany's plan was to add Britain to the Triple Alliance, thus forming a Quadruple Alliance that would prove more than a counterpoise to the Dual Alliance of France and Russia. In spite of set-backs and annoyances the idea of an Anglo-German understanding appeared to prosper, and was aided not a little by one of those illusory seasons of outward harmony between King Edward and the Kaiser. The death of Queen Victoria appealed to the Kaiser's human impulses, and a reinforced domestic sentiment stirred in him, for the moment at any rate, a fresh hope that the British Government might accept his idea of a Quadruple Alliance in which Britain would serve Germany as an auxiliary. In spite of the continued efforts the fair promise of an Anglo-German understanding soon proved delusive. The King's conciliatory tones could not stem the oncoming tide of international rancour. The Kaiser's personal attitude to his uncle acquired features even more sinister than of old, and a belated endeavour on King Edward's part to alleviate the personal tension had merely temporary effect. The Kaiser's extravagant vanity, and the growing strain of German rivalry with Britain in all the fields of Empire, tended to a mutual alienation which no individual conciliatory effort could assuage.

There was not a Great Power in Europe that really had a definite policy. It was a period of tentative suggestions, of feelers, of diplomatic pourparlers. England particularly was rudderless and drifting, but was resolved to make one last effort to secure an Anglo-German alliance; and the occasion favourable to the effort was deemed to be a personal meeting between King Edward and the Kaiser. If these two were in agreement then ministers would follow.

On August 23rd, 1901, after the funeral of the Empress Frederick, the King, accompanied by Sir Frank Lascelles, went from Homburg, where he had been taking the cure, to visit the Kaiser at Wilhelmshöhe. This was to be the great occasion for the preliminary discussion of Anglo-German differences and for the creation of an Anglo-German understanding.

Extraordinary diplomatic preparations had been made for the meeting. On August 2nd von Muhlberg had reported to the Chancellor, Count von Bülow: "For the success of the conduct of German policy it will be necessary that his Majesty the Kaiser should, during the Homburg meeting, at no moment deviate from the conviction that we ruin our relations with England whenever it is known in England that we have quarrelled with Russia and France."

The Chancellor now wrote (August 13th) to the Kaiser stressing the official German point of view. The Kaiser, in reply (August 20th), seemed to be thinking more of giving England an unwelcome surprise than of reaching an amicable understanding with her.

"Furthermore," he wrote, "the building of our fleet must be expedited as quickly as possible. Who will get a nice surprise are the English and perhaps it is also aimed at them. I have, by the way, in an answer to King Edward which I sent to him this morning hinted superficially at the news as a thing known for a long time. I am anxious for a sight of the King and Lascelles who are to dine with me on Friday."

The King, for his part, was no less well primed. Lord Lansdowne had drawn up on August 10th for the particular use of the King a memorandum on questions which might be referred to in the interview. Lansdowne thought the main points to be dealt with were the negotiations respecting affairs in China, South Africa, Koweit, and Morocco.

The Kaiser's Own Account.

The next day the two monarchs met, Sir Frank Lascelles also being present. By way of easing matters at luncheon, the Kaiser presented to the King a beautiful epergne of his own design which graced the table. The Kaiser was in great spirits and quite affectionate in his manner to the King. After luncheon the two monarchs and Lascelles retired to the garden, where the Kaiser, in merry mood, chaffed Lascelles about his lack of knowledge of current events. The Kaiser's own account of the interview runs:

The political interview which was held here to-day at my residence with the King of England and his Ambassador, Sir Frank Lascelles, was opened by King Edward's query as to what was the real object of Tsar Nicholas's visit to France. That the Tsar wished to visit me at Danzig he had known for a long time, but that he was going immediately to France was quite a surprise to him. The King seemed seriously displeased with Tsar Nicholas's proceeding. If he had the desire to visit anyone besides myself he ought to have come to him, his nearest relation.

It was then he remarked that the Russians probably would take back from France with them some money. But what will they do with the money? asked the King. I rejoined that, as I had reason to believe, the Russians needed money for the building of the trans-Siberian railway. That this railway in its present position would not be used for commerce, but would serve only for military purposes, was quite clear. The Russians will send troops from West to East, I interjected; but whether against Manchuria, or Corea or Japan, that is yet to be shown. Apropos Japan! If I rightly remember, in the winter of this year the Japanese Ambassador put a question to my Government as to what would be the attitude of England in the event of a Russo-Japanese conflict. We answered him on that occasion that we believed that England would probably maintain a benevolent neutrality. On this question I saw Lord Lansdowne, who told me personally: "What! Neutrality! No, the British warships will fight together with Japan, and we must absolutely go with them! The summer came and went, the Japanese war scare disappeared, and nothing happened. Later on the solution of this riddle came to me—from a Russian source! The Russians told us Japan wished to start a war; she asked money from England, and this money was refused to them.

"I Call It Treachery."

King Edward made here a remark of impetuous displeasure at the politics of the English Cabinet, and protested that he positively knew nothing of it. Also Sir Frank protested energetically and said, he was indeed very indiscreet, but he had to assert that on the contrary the Japanese rejected English money. To my expressed doubt the Ambassador came out with a speech, in which he said that of course England had offered the money, but had proposed such conditions that it was difficult for the Japanese to accept it.

I replied that it came to the same thing whether a thing was refused outright or whether such conditions were put that the other side could not accept it. The English Government after such an action could not wonder if the phrase "perfidious Albion" were still accepted as before. I could call such politics only by the name of "Treachery." At this came lively protests from the King and Sir Frank.

I came forth with the remark that since the Chinese expedition, the Continental States have linked themselves closer together. Who could have imagined it possible ten years ago, for example, that the French and German troops should be fighting alongside of one another under a Prussian against a third party? This blood spilt in common has worked wonders, and we are now on right good understanding with our neighbours across the Vosges. . . . He in the midst of Europe I stand with my strong army, and together with my allies of whom I am sure I shall endeavour to maintain peace.

I have gained from my conversation with the King of England and Sir Frank Lascelles the general impression that the visit of the Tsar to France together with his expressed wish to see the German Chancellor, has caused an extraordinary impression on the part of England. Whether this will be sufficient to draw the English, and especially Lord Salisbury, from their hitherto passive policy, and to open their eyes to the slow but continuous fall of her (England's) prestige and of her world-position, will remain uncertain.

"THE DARK ANGEL" AT THE QUEEN'S.

WAR TIME PICTURE TAKEN IN ENGLAND.

HINDU RUINS IN INDO-CHINA.

[BY OUR FILM CRITIC.]

One is left in no doubt why Hong Kong audiences voted for a revival of "The Dark Angel," for it is an unusually interesting film. As a war time story of great pathos, it yet manages to steer clear (almost) of film sentimentality. It is apparently even more difficult on the screen than on the stage, or in literature, to convey a tragic theme with first the right degree of restraint, more especially when it is a tragedy of love. The English dislike for showing emotion often calls forth flippancy to hide it, and stage tragedy has to be very carefully presented. Americans, who are more simple minded than we are, can stand bigger doses of romantic sorrow; and, perhaps, it would have been better if earlier scenes of this play had been shorter.

At this time when we are interested in the new British film industry "The Dark Angel" has a particular appeal. Three of the actors, including Ronald Coleman, are British, and the greater part of the film was photographed in England. Happily Coleman still looks like an Englishman and acts like one, so that in his rôle of British officer there are none of those small but aggravating inaccuracies which are so often seen when an Englishman is screened in California. Vilma Banky who plays the heroine is Hungarian. She does not look typically English but neither is she American nor exotic. She and Coleman have a strong bond of sympathy and they frequently act together—always with success. There is a sense of England running right through the play, the hunt scene, the stretches of field and hedges, and the shaded river, are the real thing; even the manor is not aggressively Americanised. It may be insular to rejoice in this, but one can't help it.

"The Dark Angel" is a genuine war time tragedy, romantic and yet not incredible. It is a picture of exceptional merit and originality, and very well worth seeing.

An Interesting Curtain Raiser.

Prizma pictures are generally liked; some are really beautiful and others rather crude, but we have yet to see one which can compare for interest or for colouring with "The Ruins of Angkor." This amazing temple city was built by the Hindu's in Indo-China, and even to-day, ruined, and overgrown by the jungle, it is an amazing sight. The bas reliefs and the style of much of the achitecture remind one more of Greek than Indian work, and the film has given a wonderful picture of it. We wish that we could have more Prizma pictures like this, and more films on a level with "The Dark Angel."

OLD ENGLAND IN HYDE PARK.

DELIGHTFUL SPECTACLE OF FOLK DANCES.

The spirit of the country of bygone days came to Town on June 12th and settled itself in Hyde Park, spreading in a glorious mass of colour over the natural amphitheatre near the Serpentine.

The English Folk Dance Society was holding one of its country dance parties, under the auspices of the League of Arts, and close upon a thousand dancers demonstrated to a delighted crowd of many thousands the art beloved of our forefathers three or four hundred years ago.

Thanks to the efforts of the late Mr. Cecil Sharp, it seems as though it will be seen again in all its old-time popularity.

In the afternoon the dancing space was uncomfortably crowded, and, as usual, there were many hundreds more women than men, but, thanks to the instruction that women dancers must bring a male partner in the evening, there was ample space for all, and the dances could be seen to better advantage.

It was an extraordinarily beautiful scene at both performances, a scene glowing with colour. Reds, amber, green, ping, blue, in shades and combinations of shades, moved in one vast rhythmic whole, for ever changing, forming and reforming, as it wove new patterns to the old-English tunes played by the Band of the Welsh Guards.

CHARGE AGAINST CHINESE CONSTABLE.

BRIBERY AND MISCONDUCT ALLEGED.

COMPLAINANT A MEMBER OF TRIAD SOCIETY.

In a case heard before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon a Chinese constable was alleged to have assaulted a tug master, residing at Kowloon, to have demanded money from him by unlawful means and to have been guilty of misconduct in the course of his duty.

Mr. G. S. Hugh Jones, represented the complainant, prosecuted, and Mr. A. E. Hall defended.

Opening the case Mr. Hugh Jones said that on the 13th inst. the complainant was in the doorway of his house, No. 205, Lai Chi Kok Road, ground floor, when the constable who was in uniform came up to him, accused him of being a returned deportee, took him into custody and led him to the Police Station. On the way the master of the shop where he was employed stopped them and enquired what the matter was. They then went into the shop and were brought into the kitchen. The defendant demanded $20 for the release of the complainant and in the presence of several people he struck the complainant several times.

Complainant gave corroborative evidence and added that he agreed, under compulsion, to pay defendant the $20 demanded. He said he found great difficulty in obtaining money and on that day managed to secure a sum of two dollars, which he arranged to hand defendant, but did not see the money pass into his hands.

Cross-examed for the defence, complainant admitted that he had once been charged with being a member of a triad society.

Several witness were called and the case was adjourned.

THE MISSING "TIMES" CORRESPONDENT.

SEARCH EXPEDITION OF ONE.

AN AUSTRALIAN'S DARING PLAN.

With nothing but a knapsack, a sense of *wanderlust*, and an inclination to rescue one of his more unfortunate nationals, and friends, Mr. A. G. Macallister, of Sydney, Australia, has made preparations to start to-day for the wilds of Honan in an effort to rescue Mr. Basil Riley, who has now been reported missing for about three weeks, says the *North China Daily News*.

All unaware, Mr. Macallister, a hero of the World War, came to China about a fortnight ago.

Shortly after arriving here he picked up a newspaper and saw that Mr. Riley, the correspondent for the *Times* had been missing in Honan and, thinking back over his days in Sydney, he remembered that it was that youth's father and mother whom he had known a few years before. Here was a chance for him possibly to do a good turn for an old acquaintance and, at the same time, provide himself with an added amount of excitement. So for the past two weeks Mr. Macallister has been inquiring into every possible source in order to find out the topography and general lie of the country in which the young journalist could be found.

Mr. Macallister's Plans.

Mr. Macallister, who is both wanderer, journalist, and capitalist, will start off for Nanking, where he will spend a few days in trying to get direct information as to what course to pursue in locating Mr. Riley. From that place he will go to Hankow, where more investigation will take place.

At Hankow Mr. Macallister proposes to board a train on the Peking-Hankow Railway and go to Chengchow, in the north-eastern part of Honan and there pick up the necessary equipment for a two-months' trip into the heart of China—where he will "find a trace of the journalist or know the reason why."

CONFESSION OF FAILURE.

THE RED CAMPAIGN IN CHINA.

PLANS FOR THE FUTURE.

According to the Riga correspondent of *The Times*, the Ikki, or Executive Committee, of the Communist International has come to the conclusion that this year's Communist efforts in China have met with total defeat, and has addressed instruction to all members of the Chinese Communist Party, directing them immediately to leave the Hankow Government and cease all forms of co-operation. They are to remain members of the Kuomintang as long as possible, criticising the leaders and recruiting adherents to Communism, stirring up the peasantry, supplying them with arms, and forming secret fighting detachments. They are to publish a declaration against the Hankow Government demanding that it shall be punished severely for its unrevolutionary attitude, and to redouble the agitation among the town workers.

The statement reviews the whole recent policy of the Communist International in China, drawing the conclusion that the policy was correct in all essential details, but the local Chinese leaders proved incapable and timid and the generals and other military officers (whose ultimate "treachery" was regarded as inevitable) openly seceded at an inconveniently early moment. Nevertheless, it says, the situation has shown signs of increased class hatred, and final victory is certain. Above all, it is urged, attention must be concentrated on mobilising China's hundreds of millions of peasants and on accomplishing the agrarian revolution as the next step towards the Communist revolution.

Soviet newspapers announced on July 20th that the Communist Party of South China has decided to "go underground," as its open and lawful existence since the betrayal of the cause by the Hankow Government has become impossible. A special illegal "Bureau of the Central Committee of the Communist Party" has already been organised, and the Communists have all left the Hankow Government. The Secretary of the Chinese Communist Party, Cheng Tu Shun, and a former Minister of Agriculture, Tan Ping Hsiang, have decided to go to Moscow.

BANKER'S FORTUNE.

LORD SWAYTHLING'S ESTATE SWORN AT £400,000.

The unsettled personal estate of the late Lord Swaythling, of Townhill Park, Bitterne, Hampshire, head of Samuel Montagu & Co., bankers, who died on June 11th, has been provisionally sworn at the net value of £400,000, "so far as at present can be ascertained."

His father, the first Baron Swaythling, who died in 1911, left property then valued at £1,150,000.

The late Lord Swaythling left to his wife the income from £125,000 (or half the residuary estate, whichever be the greater), and his London house at Kensington-court, W.

He left various sums to his sons and daughters, in certain cases on trusts, "to protect them from the dangers incurred by people who are not engaged in any active business life," and expressed his "earnest wish and solemn injunction" that no child of his should abandon the Jewish religion or intermarry with a person not of that religion.

Among the bequests is one of £12,000 on trust for his third son, the Hon. Ivor Montagu, who, it will be remembered, married last January Miss Eileen Hellstern, of Brixton, S.W., a shorthand-typist. The wedding was kept secret for six weeks, and it was stated that during that time Lord and Lady Swaythling were unaware that it had taken place.

THE SILVER EMBARGO.

BRITISH NAVY EARNS A LITTLE MONEY.

QUESTIONS IN PARLIAMENT.

Mr. VIANT having asked the First Lord of the Admiralty whether foreign banks in Shanghai had recently shipped bullion to Tientsin in British destroyers, and whether this action was taken with the approval of His Majesty's Government.

Mr. LOCKER LAMPSON, replied: In the early part of July the Nanking authorities issued instructions that no movement of treasure was to be effected without a permit issued by their Ministry of Finance. Two British banks at Shanghai were, on July 11th and 12th respectively, refused permits to ship silver bullion to Tientsin on the ground of the embargo.

The free importation and exportation of silver bullion is provided for in the treaties; the illegal prohibition of exportation to Tientsin involved the danger of a serious financial crisis at that port, with disastrous results to British interests.

His Majesty's Minister accordingly consulted with the Commander-in-Chief, who issued instruction for the transport of the silver by His Majesty's ships.

His Majesty's Minister reports that Tls. 3,000,000 was accordingly shipped from Shanghai for Weihaiwei in the destroyer flotilla for the two banks on July 20th; and that at the same time, at the request of the Japanese Minister, Tls. 500,000 was shipped for the Yokohama Specie Bank.

Col. HEADLAM, Financial Secretary to the Admiralty, replying to Commander Kenworthy (Soc., Central Hull), said payment would be made to the British Navy for the service rendered in shipping silver from Shanghai in warships. The payment to be made was laid down in the King's Regulations.

Replying to a further question on the subject by Mr. GARRO-JONES (Lib., South Hackney), Col. HEADLAM said he could assure the hon. gentleman that they hoped to make a little money on the transaction. In any case, the commander-in-chief on the spot was quite capable of dealing with the matter.

IRON FOR THATCH.

CHANGING THE DEVONSHIRE COUNTRYSIDE.

Devonshire, famed for its narrow, winding, and beautiful lanes, is fast being transformed into a county of corrugated iron.

Visitors complain that the joy of discovering, on rounding a corner, an old thatched cottage, nestling in a corner of a field, is becoming a thing of the past. Gone is the thatch, its place being taken by corrugated iron, which is also used to patch the old red-stone walls.

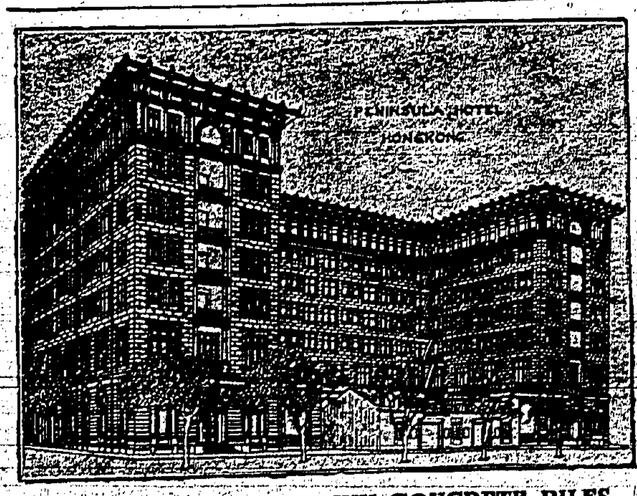
Chicken houses and garages of queer shapes erected on every side fail to harmonise with the surrounding country.

In the Okehampton district within a distance of one mile on a main road are nine corrugated iron roofs. In the side roads ugly bungalows are springing up.

The occupant of a 300-years-old thatched cottage near Crediton, who thinks of moving—after having been there for 40 years—owing to the threat of a new road, said:

In the last few years Devonshire has changed fast. The growth of motoring and the failure of agriculture are the causes. Motorists must have their roads and their garages.

The farmers cannot afford to patch walls with stone or rethatch a roof. Many of them add to their incomes by selling petrol to the motorist who wanders off the main road, hence these ugly garages.



FOUNDATIONS ON FRANKI CONCRETE PILES.

SOLE LICENCHES FOR CHINA:—

HONG KONG ENGINEERING & CONSTRUCTION CO., LTD.

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NEW WOMEN OF SPAIN.

ACTIVE AND ATHLETIC.

[BY WALTER M. GALLICHAN.]

SANTANDER, SPAIN.

Sitting under the trees of the seafront garden of Santander, I watched the evening parade of residents and visitors. Among the huge strolling crowd are many girls who recall the laconic description of the Spanish women by their countryman Valera, "angelic but robust."

Only a few of the girls are accompanied by young men. They walk in groups of four or five, and the hum of their voices rises above the march that is being played by the band. More than sixty in every hundred young women at San Sebastian or Santander have adopted short skirts and shingled hair.

Here and there one notes a London or Paris hat, but the majority of the damsels are bare-headed. In this part of Spain the mantilla is disappearing. A short black veil as a headdress is worn when attending Mass.

A few years ago all of these girls would have applied a rather profuse coating of powder to their faces before appearing in the street. To-day the natural hue of the complexion is visible. One recognises the fresh, wholesome colouring of the Basque maidens, the peachlike tint of the cheeks of the Austrians, and the golden paleness of the dark southern beauties.

"Why has the use of powder for the face become so rare?" I asked.

Tennis and Powder.

"It is a sign of the feminine movement in our country," answered a Spanish friend. "It is largely a result of athleticism among women. When our girls began to play tennis they came to the courts with powder on their cheeks, and some had artificial colour on their lips. Tennis is an active game. One gets very hot. As a result, streaks appear upon the face. The girl looks ridiculous. She no longer powders. You understand!"

The Spanish girl is becoming almost as enthusiastic about sports as her brother. She excels in swimming and delights in tennis. Ibanez and other Spanish novelists have depicted heroines who can defend themselves with their fists, run like hares, and tame savage mules. In some of the towns of Castile matrons and young girls play a lively game of outdoor skittles on Sundays. Spanish women are active physically, but apart from dancing they have not until lately shown keenness in athletics and realised the benefit of open-air exercise.

Twenty years ago a senorita of the Basque Province told me that she would not dream of riding a bicycle, because "cycling makes women fat." To-day the Spanish girl recognises that beauty culture is dependent largely upon muscular exercise in the open air.

Innovations in Dress.

The innovations in dress among the women of Spain are very interesting. Not very long ago it was a social offence for a woman of the upper or middle classes to curtail the length of her skirt. The Court painters of old were even careful not to reveal the feet of women too conspicuously.

Nowadays the trade in silk stockings in the Peninsula is enormous. Even the severe tailor-made costume, formerly ridiculed in *comic sketches in Continental* journals, is becoming fashionable in a section of the higher class in Spain.

The progress of education among Spanish women is also remarkable. In politics they seem in the mass on the side of Liberalism. There are one or two instances of workgirls becoming organisers of social reform movements.

The appeal of the Spanish woman to her men admirers is largely through the quality of quick wit, and there is no doubt that the education of girls will tend to stimulate this alertness of mind.

CATCHING AMERICAN DOLLARS.

HOW THE MONEY IS SPREAD ABROAD.

Remarkable facts and figures about the American tourist traffic, now one of the most important items in international commerce, are given in the current New York *Commerce Monthly*, which points out that the spending by travellers abroad of nearly £150,000,000 far transcends American expenditure on any item among its foreign commodity purchases.

From the visited country's point of view, tourist trade constitutes a highly lucrative "export" of services which provides both private profit and a large supply of the credits needed by most European nations in settling their international balance of payments. Switzerland, a country whose economic life is very largely founded on catering to the tourist, is an extreme example of the manner in which Western Europe particularly, and other parts of the world in less degree, are drawing a good income from their geography and history.

The War's Influence.

The increase in American tourist trade is due to several causes arising directly and indirectly from the war. Foreign-born Americans who have been unable to visit their old homes for some time were anxious to avail themselves of the opportunity. Native-born Americans through war contracts had come to have a lively interest in Europe. The general prosperity of the nation and the increased standard of living made feasible the one-time luxury of a trip abroad. More important, however, were the activities of the steamship lines.

At the close of the war the trans-Atlantic steamship companies were faced with the dilemma of increased tonnage and decreased patronage. Up till 1914 immigrant traffic had contributed one-third of the profit derived from trans-Atlantic service, while first and second-class passengers and freight accounted for the other two-thirds. During the war immigration fell off to about one-fifth of the pre-war figure. The quota laws of 1921 and 1924 restricted the number of foreigners allowed to enter the United States and prevented a return of this traffic to its former position. The steamship lines, with one-third of their custom thus curtailed, were forced to look around for a new source of revenue.

In 1923, one of the larger lines created the "tourist third-class" in what was formerly the steerage, and offered round trip passage at £32. The response was immediate and soon turned into a demand. The following year other lines tried the same plan. Now most of the large tran-Atlantic steamers have "white-collar steerage" accommodations, and offer special rates for the three summer months that cover the tourist season.

Europe Remodelling Itself.

Europe, on its part, has added materially to the accommodation and attractions offered these visitors. Improvements in railroad service, remodelling old hotels, and building new ones along the lines of American enterprise, the formation of special commissions to encourage tourists and establishment of railroad representatives in America are some of the commercial ventures.

Canada's Harvest.

Canada, the next-door neighbour, with special attractions for almost every season of the year, receives a constant flow of American visitors, who spend close to £40,000,000 a year. Official and semi-official reports showed that approximately 2,000,000 automobiles, carrying 5,000,000 persons crossed the border in 1925. Bermuda and Cuba also profit greatly by their proximity to the United States.

The United States Department of Commerce estimated the expenditures of all American tourists at £72,000,000 in 1922, which increased to £132,000,000 in 1925. To offset this, foreign visitors in America during 1925 spent about £20,000,000, which left a debit item of over a half-billion dollars on the United States balance of payments. This just about equalled the interest due Americans on approximately 10,000,000,000 dollars invested abroad, and was over three times the payments due to the United States that year on Allied war debts. In France alone during 1924 it is estimated that the American tourists spent 1,710,000,000 francs, equivalent to £18,000,000, or one-sixth of the total of American spendings abroad. On this basis expenditures in 1926 may be estimated at £23,000,000, sufficient to make the annual payments due by France to the American Governments four times over.

PASSENGERS.

ARRIVALS.

Per s.s. *President McKinley*, on August 22nd:—For Hong Kong Mr. and Mrs. W. F. Ardnt, Mrs. P. V. Botello, Miss I. Botello, Miss Lee Kien Bah, Mr. A. W. Black, Mr. and Mrs. C. B. Francis, Mr. Lum Sing Chee, Mr. A. C. Chow, Mr. Foo Yick Chee, Mr. Lee Ken Chong, Miss Hau Mee Fun, Mr. T. H. Huang, Mr. and Mrs. L. W. Hoffecker, Mr. and Mrs. S. L. Hsu, Mr. Cho Dong Hing, Dr. E. Jones, Mr. Kiang Shuen Joe, Mr. G. Lynott, Mr. Dong Cum Lun, Miss F. Lai, Mr. and Mrs. O. Lam, Mr. E. E. Lane, Mr. and Mrs. A. Luke, Mr. H. H. Ling, Mr. S. T. Liang, Mr. T. Y. Miao, Mr. S. Negami, Mr. K. Nagai, Miss S. Pun, Mr. and Mrs. T. E. Pun, Mr. A. W. Paval, Mr. Quon Kir Puck, Mr. H. W. Ray, Mr. A. Ramsey, Mr. B. M. Rueben, Mr. C. Y. Siw, Mr. E. C. Tsun, Mr. E. Y. Tai, Mr. C. A. Wing, Mr. and Mrs. C. H. Wong, Miss S. Wong, Mr. P. Watson, Mr. P. H. Wong, Mr. Li Min Yu, Mr. Charlie Young, and Mr. H. Yung. Among passengers passing through on their way to Manila: Mr. O. Benz, Mr. B. V. Bush, Mrs. W. Graig, Mr. D. A. Gibbs, Mrs. W. Gorden, Mr. T. G. Hoff, Mr. E. H. Johnson, Mrs. I. Smovadenski, David Smovadenski, Mr. H. F. Taylor and Mrs. T. H. Winters.

European passengers per s.s. *Atsuta Maru*, from London *vid* ports, on August 22nd:—Miss A. E. Finel, Miss E. Fisher, Mr. T. Foley, Mr. D. M. McPhedran, Mr. W. H. Williams, Mr. F. G. Bagge, Mr. B. W. Black, Mr. C. F. Charter, Miss M. Dallas, Miss M. Lewis.

DEPARTURES.

European passengers per s.s. *Atsuta Maru*, from Japan ports *vid* Shanghai, on August 23rd:—Mr. B. Black, Mr. C. F. Charter, Mr. F. Begge, Mrs. Cole, Miss R. Cole, Miss M. Dallas, Miss M. Lewis.

European passengers per s.s. *Tenyo Maru*, for San Francisco *vid* ports, on August 22nd:—Mr. N. S. Brown, Mr. and Mrs. L. Bergheim, Mr. R. K. Raphael, Mrs. M. C. Barry, Mrs. C. V. Allen, Miss S. Knapel, Miss M. M. Tyrell, Miss Olga Carvalho, Major F. H. Scovil, Mr. L. C. de Vos van Hederveen Cappal, Com. C. H. N. James, Major R. A. Floor, Col. and Mrs. Whyte, Mr. M. Smith, Miss M. J. Cameron, Miss N. Bazen.

Per P. & O. s.s. *Rawalpindi*, on August 23rd:—From Shanghai: Mr. G. G. C. Adami, Rev. and Mrs. H. Bunce, Pte. H. S. Bray, Pte. J. Bacon, Mr. and Mrs. F. Bing, Mr. S. E. Brame, Mr. J. H. Brown, Mr. F. Connell, Pte. A. Cummine, Mrs. F. Cook, Pte. W. Clark, Dr. D. Cairns, Miss A. H. Cairns, Miss F. Eynon, Mrs. F. Fyfe, Mr. H. H. Fox, C.M.G., and Mrs. Fox, Miss L. C. Clutterback, MVr. and Mrs. W. G. Greenway, Master T. Gabb, Col. Viscount, Gort, V.C., D.S.O., M.V.O., M.C., Major C. A. Glunicke, Mrs. J. Harris and infant, Miss E. Harman, Mrs. C. J. Hurman, L.S. A. M. J. Hayes, Mrs. H. B. Harker and the Misses Harker (3), Master A. D. Jones, Mr. Q. R. and Mrs. Jones, Capt. N. A. Johnsen, Gnr. M. Kaveney, Mr. T. K. King, Fr. King, Ldg. Seaman C. L. Lyons, Col. Meikiejohn, Pte. J. Millie, Sgt. G. Mawn, Mr. A. B. Mehta, Mr. and Mrs. A. H. Malloch, Father Mangan, Ffn. R. Neill, C.P.O. F. W. Neave, Mr. and Mrs. F. O'Hara, L/C. J. Parker, Sgt. E. Patton, Mr. J. Radley, Mr. C. Riach, Mrs. C. Ridrignez, Mrs. Ruby and child, Mr. G. A. Redhead, Mr. and Mrs. J. Stark, Miss D. Stark, Miss F. Stark Master C. W. Stark, Mrs. S. A. Sayer, Miss K. M. Sayer, Miss B. I. Sayer, Lieut. A. Stubbs, Lieut. F. W. Sitwell, Mr. E. R. Stegmaier, Pte. E. Stott, Pte. T. R. Sutton, Col. C. M. Stephens, Mrs. L. Shaw, Dr. and Mrs. A. J. R. Taylor and Master Taylor and infant, Mr. and Mrs. R. Thompson and infant, Mrs. F. Townsend, S.B.P.O. M. W. Toplis, Mr. A. Taylor, Mrs. R. Umpleby and infant, Mr. T. Verling, Mr. H. B. Willan, Mrs. H. V. Wilkinson, Miss M. Wilkinson and infant, Pte. G. Wilkinson, Cpl. H. Whittick, Mr. J. Woods. From Hong Kong: Nursing Sister Adams, Mrs. E. E. Aris, Mr. C. Bennett, Mr. F. J. Boyce, Mrs. E. S. C. Brooks, Mr. A. N. Burden, Mr. C. Camellari, Mr. J. Chambers, Mrs. Chan Mui, Mr. J. Chaytor, Miss N. M. Cheong, Miss L. M. Cheong, Mr. L. V. Clarke, Mr. J. Clark, Mr. H. Cook, Mr. A. Costigan, Mr. C. Deikes, Miss H. M. Dennehy, Mr. T. Dodders, Mr. L. T. Fam, Miss S. Gannon, Col. G. L. Giffard, Mr. W. P. Goldsmith, Mr. A. Hansen, Mr. R. Johnson, Mr. J. Jones, Mrs. J. Jorgensen, Miss B. Jorgensen, Master T. Jorgensen, Mr. B. Kemp, Mr. C. R. Kerr, Mr. H. Y. Lan, Master K. Lan, Major F. H. Linton, D.S.O., Major C. A. Lucas, Mr. and Mrs. D. Macrae, Mr. A. Peers, Mr. C. Petersen, Mr. P. Portelli, Mr. N. Poulson, Mr. and Mrs. J. J. Quinn, Mr. L. J. Rees, Mr. W. Rees, Rev. and Mrs. H. S. F. Rossiter and infant, Mr. J. Stephen, Mrs. T. P. Tan, Mr. V. Tanti, Mr. and Mrs. S. L. Thio, Miss O. L. Thio, Master K. L. Thio, Miss T. M. Too, Mr. S. E. Trantor, Mr. L. Underdoor, Mr. T. Watson, Mr. E. Watt, Mr. J. W. Wearing, Mr. J. Wedlake, Mr. A. J. Whitchelo, Mr. L. C. Williams.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 23rd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

23rd August, 1927. [5251

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE Motorship "JAVA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of August, 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashe on the 29th of August, 1927, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 2nd of September, 1927, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD.,
Agents.

Hong Kong, 23rd Aug., 1927. [5253

PRINCE LINE.

NOTICE TO CONSIGNEES

FROM NEW YORK

THE Motor Vessel "JAVANESE PRINCE" having arrived from the above Port on 23rd instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 29th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road.
Telephone No. 3165.

Hong Kong, 23rd Aug., 1927. [5252

ON SALE.

HONG KONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1926.
Revised by Members.

PRICE $5.

HONG KONG DAILY PRESS OFFICE.

Per Dollar Liner *President Taft*, left Hong Kong for Seattle, on August 24th:—Mr. and Mrs. E. W. Masters, Mr. Philip Quen Foo, Mr. J. M. Goodeno, Mr. Brewster, Mr. E. E. Lane, Mr. T. R. Scanlon, Mr. F. Perez, Miss M. D. Pastrana, Mr. L. Pardo, Mrs. Flora Rios, Mr. Alfredo Bonus, Mr. Look Eli, Mr. J. D. Watt, Mr. E. Hilton, Mr. John M. Tantum, Mr. V. C. Alcantara, Mr. A. De Los Reyes, Mr. M. F. Elizardo, Mr. M. R. Cuerrero, Mr. Ralph Gilbert, Mr. A. G. Llamas, Miss Jane Gilbert, Mr. N. B. Masakayan, Miss Frences McCann, Mr. A. F. O. Maller Mr. F. Perez, Miss M. D. Pastrana, Mr. V. Ramos, Mr. Victor Sulit, Mr. E. S. Sevilla, Mr. Felix V. Santos, Miss F. Tirona, Mr. T. C. Topicio, Mr. T. M. Tanada, Mr. R. Torres.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "MENELAUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

22nd August, 1927. [5239

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship "CITY OF NORWICH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 5th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD.,
General Agents.

Hong Kong, 22nd Aug., 1927. [5241

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM U.S.A.

THE Steamship "CITY OF BATH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 5th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by THE BANK LINE, LTD.,
General Agents.

Hong Kong 22nd Aug., 1927. [5242

HAMBURG-AMERIKA LINIE.

INCLUDING



HUGO STINNES LINIEN

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CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "SAARLAND" due here on or about the 28th Aug.
S.S. "EMIL KIRDORF" due here on or about the 17th Sept.
S.S. "HESSEN" due here on or about the 27th Sept.
S.S. "SACHSEN" due here on or about the 12th Oct.
S.S. "PREUSSEN" due here on or about the 25th Oct.
M.S. "RAMSES" due here on or about the 7th Nov.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

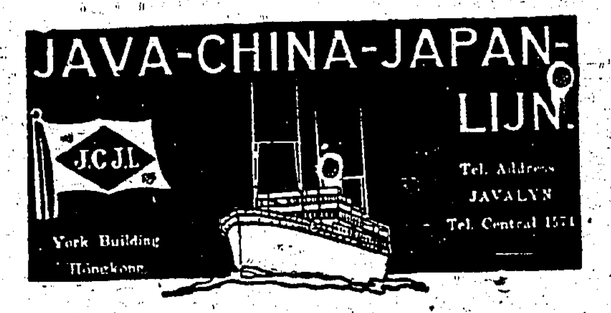
* M.S. "MUENSTERLAND" ... sailing from here on or about the 27th Aug.
‡ S.S. "OLDENBURG" ... sailing from here on or about the 10th Sept.
‡ S.S. "ADOLF VON BAEYER" sailing from here on or about the 20th Sept.
‡ S.S. "SAARLAND" sailing from here on or about the 30th Sept.
‡ S.S. "EMIL KIRDORF" sailing from here on or about the 25th Oct.
‡ S.S. "HESSEN" sailing from here on or about the 31st Oct.
† S.S. "SHEER" sailing from here on or about the 10th Nov.
‡ S.S. "SACHSEN" sailing from here on or about the 14th Nov.

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‡ Calling at Genoa, Rotterdam and Hamburg.
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61] Tel. C. 4754.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	BATAVIA	In Port	24th Aug.	SHANGHAI
TJISONDARI ...	S'HAI., K'LUNG.	In Port	25th "	BATAVIA
TJITAROEM ...	JAVA, MAKASSAR	29th Aug.	31st "	AMOY, SHANGHAI
TJISALAK ...	N. C. & AMOY	29th "	31st "	BATAVIA
TJIPANAS ...	JAVA, MANILA	2nd Sept.	5th Sept.	SWATOW & SAIGON
TJIKARANG ...	BATAVIA	4th "	6th "	SHANGHAI
TJIKEMBANG	S'HAI., K'LUNG.	6th "	8th "	BATAVIA
TJIBODAS ...	JAVA, MAKASSAR	12th "	14th "	AMOY & N. CHINA
TJIMANOEK	N. C. & AMOY	12th "	14th "	MAKASSAR & JAVA
TJISAROEA ...	BATAVIA	18th "	22nd "	SHANGHAI
TJIKARANG	S'HAI., K'LUNG.	20th "	23nd "	BATAVIA
TJIKINI	JAVA, MAKASSER	26th "	28th "	AMOY & N. CHINA

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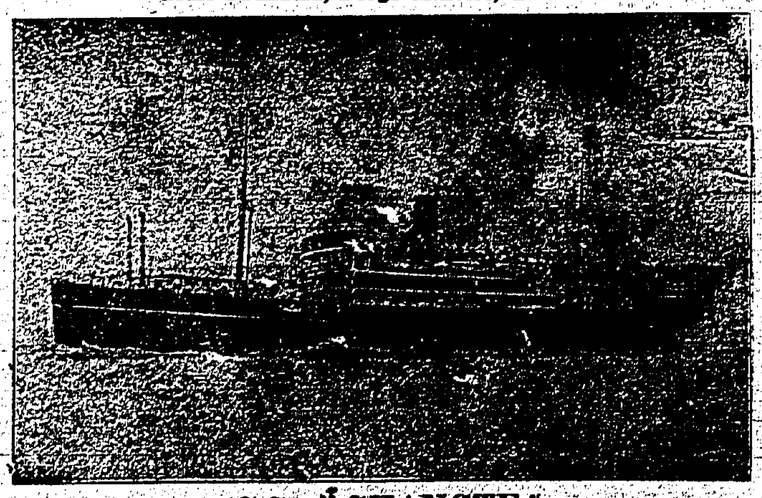
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HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	6th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November
CHANGTE	9th December	16th December

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s.s.	"CITY OF NORWICH"	Via Suez Canal	11th September.
s.s.	"GLAUCUS"	Via Suez Canal	24th September.
s.s.	"CITY OF BOMBAY"	Via Suez Canal	9th October.
s.s.	"THESEUS"	Via Suez Canal	23rd October.
s.s.	"CITY OF EASTBOURNE" ...	Via Suez Canal	6th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON [21

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

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M.V. "JAPANESE PRINCE" 18th September, 1927

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Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince. King's Building. [19

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s.s. "DR. P. BENOIT" due to arrive from DUNKIRK, LONDON, HAVRE about the 26th August.

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Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
CHENONCEAUX ...A	—	—	30th Aug.
ATHOS II ... A	29th July	28th Aug.	27th Sept.
ANGERS B	12th Aug.	13th Sept.	11th Oct.
D'ARTAGNAN A	26th Aug.	27th Sept.	25th Oct.
GAL. METZINGER ...A	9th Sept.	11th Oct.	8th Nov.
SPHINX A	23rd Sept.	25th Oct.	22nd Nov.

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A CLASS STEAMERS: 1st Class...£2 22s. 0d. 0d. | 2nd ... £2 70 0d. 0d.
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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

July 21st.

Fei Maru No. 2, Japanese str., 1,637 tons, Capt. Y. Tani, from Canton, lying at buoy No. B31.—M.B.K.

August 22nd.

Atreus, British str., 4,284 tons, Capt. G. H. Salter, from Kobe and Shanghai. The latter port she left on August 18th, with a general cargo, lying at buoy No. A2.—B. & S.

Bingo Maru, Japanese str., 3,723 tons, Capt. Y. Ishida, from Calcutta and Singapore. The latter port she left on August 15th, with a general cargo, lying at buoy No. A6.—O.S.K.

President McKinley, American str., 8,400 tons, Capt. A. O. Lustie, from Seattle and Shanghai. The latter port she left on August 20th, with a general cargo, lying at Kowloon Wharf.—American Mail Line.

Ryuho Maru, Japanese str., 1,981 tons, Capt. T. Sugimoto, from Canton, lying at buoy No. B11.—M.B.K.

Sun Kong, Chinese str., 322 tons, Capt. Lai Kwong, from Kwong Chow Wan, lying at buoy No. C11.—Man Yick S.S. Co.

August 23rd.

Antenor, British str., 6,809 tons, Capt. J. G. Reynard, from Chefoo and Shanghai. The latter port she left on August 20th, with a general cargo, lying at buoy No. A1.—B. & S.

Cremer, Dutch motor ship, 2,754 tons, Capt. H. G. Blits, from Singapore, which port she left on August 18th, with a general cargo, lying at buoy No. B12.—J.C.J.L.

Hai Yang, British str., 1,363 tons, Capt. J. S. Thomson, from Foochow and Swatow, with a general cargo, lying at Douglas Wharf.—Douglas S.S. Co.

Hang Sang, British str., 1,356 tons, Capt. R. J. J. Sneddon, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Mishima Maru, Japanese str., 4,015 tons, from Nagasaki, which port she left on August 19th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Oudenkerk, Dutch str., 4,911 tons, Capt. J. N. Wafelaar, from Bremen and Manila. The latter port she left on August 20th, with a general cargo, lying at buoy No. A10.—J.C.J.L.

Talthybius, British str., 8,514 tons, Capt. J. Hatfield, from Tacoma and Miike. The latter port she left on August 19th, and lumber and flour amounting to 2,284 tons, lying at buoy No. A1.—B. & S.

Yuen Sang, British str., 1,984 tons, Capt. J. H. Ferguson, from Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

CLEARANCES.

August 23rd.

Antenor, for Singapore.
City of Norwich, for Shanghai.
Empress of Russia, for Shanghai.
Gerjutan, for Singapore.
Hang Sang, for Swatow.
Haruna-san Maru, for Hongay.
Helikon, for Hoihow.
Maud, for Hongay.
Menelaus, for Shanghai.
Mentor, for Keelung.
Nam Sang, for Amoy.
Oudenkerk, for Takao.
Patrick Henry, for Manila.
President McKinley, for Manila.
President Taft, for Shanghai.
Ryuho Maru, for Weihaiwei.
Tjikembang, for Shanghai.
Wing Wo, for Kwang Chow Wan.
Wong Shek Kung, for Iloilo.
Yendai Maru, for Whampoa.

THE "RAWALPINDI."

LEAVES YESTERDAY MORNING.

The P. & O. *Rawalpindi*, which was delayed from leaving here on Saturday on account of the typhoon, and was further delayed through fouling her mooring cables, sailed early yesterday morning for Europe *vid* Straits and ports. She is now nearly three days behind her schedule, as she should have left here on Saturday at noon. She has on board 90 passengers from Shanghai and 63 from Hong Kong.

It was intended that she should sail first on Sunday afternoon and then on Monday afternoon, as it was necessary to use the Taikoo Dock 90 ton crane, and the Kowloon Dock tug, *Henry Keswick*, has also been engaged in extricating the foul anchor. The fouling of the *Kau Sing's* buoy by two cables of the *Rawalpindi*, necessitated a considerable amount of work and it was for the purpose of lifting the moorings and disengaging the foul anchor that the lighter with the 90 tons crane went alongside the *Kau Sing's* buoy on Monday.

The *Rawalpindi* had returned by Sunday to her former Buoy A1, having had to slip both cables. She had to remain at this mooring until the work of extricating the cables from the *Kau Sing's* buoy had been completed on Monday, work proceeding all through the afternoon from the crane-lighter. With the transference of cables and anchor to the *Rawalpindi*, the liner was able to leave early yesterday morning.



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Pres. McKinley	Tues., Aug. 30th	Pres. Taft	Wed., Aug. 24th, 6 a.m.
Pres. Lincoln	Tues., Sept. 13th	Pres. Jefferson	Wed., Sept. 7th
Pres. Cleveland	Tues., Sept. 27th	Pres. Grant	Wed., Sept. 21st
Pres. Pierce	Tues., Oct. 11th	Pres. Madison	Wed., Oct. 5th

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Pres. Garfield	Tues., Aug. 30th, 8 a.m.	Pres. Wilson	Tues., Oct. 11th, 6 a.m.
Pres. Harrison	Tues., Sept. 13th, 6 a.m.	Pres. Van Buren	,, Oct. 25th, 8 a.m.
Pres. Monroe	Tues., Sept. 27th, 8 a.m.	Pres. Hayes	Tues., Nov. 8th, 6 a.m.

To MANILA

Pres. Garfield	Aug. 30th, 8 a.m.	Pres. Harrison	Sept. 13th, 6 a.m.
Pres. Jefferson	Aug. 30th, 6 p.m.	Pres. Grant	Sept. 13th, 6 p.m.
Pres. Lincoln	Sept. 5th, 6 p.m.	Pres. Cleveland	Sept. 19th, 6 p.m.

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Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 12th.
Aeneas (Blue Funnel), due Sept. 26th.
Arafura (E. & A.), due October 3rd.
Bolton Castle (Dodwell), due Sept. 24th.
Calchas (Blue Funnel), due Sept. 11th.
City of Bombay (Blue Funnel), due September 3rd.
City of Salford (Blue Funnel), due October 1st.
City of Tokio (Blue Funnel), due December 6th.
City of Wellington (Blue Funnel), due October 15th.
D'Artagnan (M.M.), due September 13th.
Devanha (P. & O.), due December 23rd.
Diomed (Blue Funnel), due October 8th.
Ellerman (Blue Funnel), due Dec. 24th.
Empress of Asia (C.P.R.), due August 29th.
Esquilino (Dodwell), due September 15th.
Eurylochus (Blue Funnel), due September 8th.
Eurypylus (Blue Funnel), due Oct. 25th.
Athos II. (M.M.), due August 30th
Hector (Blue Funnel), due to-day.
Holt (Blue Funnel), due November 8th.
Japanese Prince (Furness, F.E.), due September 18th.
Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 29th.
Keemun (Blue Funnel), due Sept. 20th.
Khyber (P. & O.), due September 1st.
Lycaon (Blue Funnel), due Sept 5th.
Macedonia (P. & O.), due October 14th.
Malwa (P. & O.), due September 15th.
Mantua (P. & O.), due November 11th.
Mongolia (P. & O.), due October 28th.
Morea (P. & O.), due December 9th.
Nagpore (P. & O.), due August 29th.
Ningchow (Blue Funnel), due to-day.
Nyanza (P. & O.), due September 21st.
Orestes (Blue Funnel), due October 30th.
Pheumus (Blue Funnel), due Oct. 31st.
Protesilaus (Blue Funnel), due Oct. 25th.
Saarbruecken (N.D.L.), due August 29th.
Sarpedon (Blue Funnel), due Oct. 20th.
St. Albans (E. & A.), due Sept. 5th.
Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.
Talamba (B.I. & Apcar), due Sept. 3rd.
Talma (B.I. & Apcar), due Sept. 10th.
Tanda (E. & A.), due August 30th.
Teiresias (Blue Funnel), due Oct. 16th.
Theseus (Blue Funnel), due October 1st.
Tilawa (B.I. & Apcar), due Sept. 4th.
Tyndareus (Blue Funnel), due Oct. 2nd.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

OSAKA via AMOY, MOJI & KOBE	"NAMSANG"	Wednesday,	24th Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HANGSANG"	Wednesday,	24th Aug., at 10 a.m.
SHANGHAI	"YUENSANG"	Thursday,	25th Aug., at 5 p.m.
CANTON	"WAISHING"	Friday,	26th Aug., at 1 a.m.
SANDAKAN	"MAUSANG"	Saturday,	27th Aug., at Noon
STRAITS & CALCUTTA	"KUMSANG"	Saturday,	27th Aug., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"YATSHING"	Sunday,	28th Aug., at 10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Thursday,	1st Sept., at 3 p.m.
TIENTSIN	"CHIPSHING"	Saturday,	3rd Sept., at 5 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Monday,	5th Sept., at 3 p.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	Wednesday,	7th Sept., at 10 a.m.
OSAKA via AMOY, MOJI & KOBE	"LAISANG"	Friday,	9th Sept., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Sunday,	11th Sept., at 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING"	Wednesday,	14th Sept., at 10 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.,
GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel	"GLENOGLE"	(via Oran)	Noon, 24th August
Motor Vessel	"GLENGARRY" ...	(via Oran)	21st September
Motor Vessel	"GLENLUCE" ...	(via Oran)	19th October
Steamship	"CARMARTHENSHIRE"	(via Oran)	2nd November

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

		Due Hong Kong.
Motor Vessel	"GLENLUCE" ...	7th September
Steamship	"CARMARTHENSHIRE" ...	18th September
Motor Vessel	"GLENBEG"	29th September
Motor Vessel	"GLENTARA"	18th October
Steamship	"CARNARVONSHIRE,"	27th October

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class: £73. 4s. 0d. Intermediate class: £48. 2s. 0d. } To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
s.s. "GOTHA"	—	30th August, 1927.
s.s. "SAARBRUECKEN"	29th August, 1927.	24th Sept. "
s.s. "COBLENZ"	27th Sept. "	22nd Oct. "
M.S. "FULDA"	24th Oct. "	19th Nov. "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

† s.s. "ROLAND" on or about 8th October, 1927
* s.s. "SCHLESIEN" on or about 9th November, 1927

† Calling at Marseilles besides the usual ports.
* Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:

s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.,
Agents,
HONG KONG.

Telephone C. 4557.
6, Queen's Building, Chater Road. [20

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

* HAIYANG		Thursday,	the 25th August, at 3 p.m.
† HAICHING		Thursday,	the 25th August, at 1 p.m.
HAINING		Sunday,	the 28th August, at 12 Noon

* For Amoy and Foochow.
† For Swatow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) or *vice versa* and Return by the same Steamer at the Reduced Rate of $30.00 including Meals while the Steamer is in Port

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. [5



QUICKEST TIME ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

SAILINGS 1927.

Steamers.	H. Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver Arrive
EMPRESS OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept 11
EMPRESS OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPRESS OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23
EMPRESS OF RUSSIA	Oct. 26	Oct. 29	Nov. 1	Nov. 4	Nov. 13
EMPRESS OF ASIA	Nov. 16	Nov. 19	Nov. 22	Nov. 25	Dec. 4
EMPRESS OF CANADA	Dec. 7	Dec. 10	Dec. 13	Dec. 16	Dec. 25
EMPRESS OF RUSSIA	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 22
EMPRESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

SPECIAL FARES TO EUROPE
£120 £112 £83

All First and Second Class Rooms on the "EMPRESS OF CANADA," "EMPRESS OF ASIA" and "EMPRESS OF RUSSIA" are fitted with Hot and Cold Running Water.

HONGKONG—MANILA SERVICE

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
Aug. 30	Sept. 1	EMPRESS OF ASIA	Sept. 10	Sept. 12
Sept. 20	Sept. 22	EMPRESS OF CANADA	Oct. 1	Oct. 3

CANADIAN PACIFIC EXPRESS
TRAVELLERS CHEQUES
PAYABLE THE WORLD OVER.
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "CACANPAC.
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." [15



THROUGH BOOKING TO EUROPE AT REDUCED RATES:
£120, £112, £110, £102, £83; VIA SAN FRANCISCO.
G$440, G$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*KOREA MARU Tuesday, 6th Sept., Noon
SHINYO MARU Tuesday, 20th Sept., Noon
SIBERIA MARU Tuesday, 4th Oct.
*Calls Keelung & Los Angeles. Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
HARUNA MARU Friday, 26th Aug., at 4 p.m.
KAMO MARU Saturday, 10th Sept., at 11 a.m.
KATORI MARU Saturday, 24th Sept., at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU Wednesday, 24th Aug., at 11 a.m.
TANGO MARU Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.
MURORAN MARU Saturday, 27th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
ANYO MARU Thursday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU ... Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.
CALCUTTA MARU Saturday, 27th Aug.
TAKETOYO MARU Sunday, 11th Sept.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU Friday, 21st Oct.

CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU Wednesday, 31st Aug.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.
TAMBA MARU (Kobe direct) ... Monday, 29th Aug.
CEYLON MARU (Moji direct) ... Thursday, 1st Sept.
TOYUOKA MARU Friday, 2nd Sept.
KASHIMA MARU Monday, 5th Sept.

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone Central No. 292 (Private exchanges to all Depts.). [7

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR VESSEL
"CREMER"
Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on 1st September.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to 8 destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN.
Telephone 1574. YORK BUILDING, CHATER ROAD. [12

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

THROUGH CARGOES AGAIN HEAVY.

LOCAL IMPORTS NORMAL.

The returns for the 24 hours ended at 9 a.m. yesterday showed that freights carried for other ports were again exceptionally heavy, while inward cargo remained normal.

There were 18 arrivals during the period under review, of which, 12 discharged here. The total amount of cargo unloaded was 12,124 tons. Of these, 7,705 tons were brought by five British steamers. The two best returns were shown by British vessels. The s.s. *Borneo* from Hoihow carried 2,000 tons and the s.s. *Talthybius* brought 2,284 tons from Tacoma and Miike.

Through freights were carried by eleven steamers and amounted to 45,438 tons. Of these, 19,408 tons were carried in British bottoms. The two best returns were 9,409 tons and 6,006 tons. The former were on the British ship *Antenor* from Chefoo and Shanghai and the latter on board the s.s. *Bingo Maru* from Calcutta and Singapore.

The arrivals and departures during the period under review were:

	Arr.	Dep.
British	7	8
Japanese	5	7
American	2	0
Italian	1	1
Dutch	2	1
Chinese	1	1
Norwegian	0	2
French	0	1
	18	21

STOWAWAYS ON B.I. STEAMERS.

When the B.I. steamer *Hatipara*, Capt. E. D. Carruthers, arrived at Singapore last week from Calcutta, bound for Australian ports, Eric Muspratt, who stowed himself on board the vessel at Calcutta, was handed over to the Police. It was stated that he is of British nationality and holds a passport issued in London and dated June, 1926.

Another B.I. vessel, the *Ekma* (Capt. Hannaford), reported the discovery of a stowaway, on her arrival from Calcutta. The stowaway in this case was a Malay who is reported to have boarded the vessel at Port Swettenham. The police were informed and the man arrested.

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
August 24th	6.03 a.m.	6.49 p.m.
" 25th	6.03 "	6.48 "
" 26th	6.03 "	6.47 "
" 27th	6.04 "	6.45 "
" 28th	6.04 "	6.44 "
" 29th	6.04 "	6.43 "
" 30th	6.05 "	6.43 "
" 31st	6.05 "	6.42 "

DAILY WATERFRONT NEWS.

SAIGON NO LONGER CHOLERA INFECTED.

TORPEDO WORK-SHOP LOSES RED LEAD.

[BY LONGSHOREMAN.]

Marine Court.

The Coxswain of the s.l. *Diamante* was charged before Lt.-Comdr. G. F. Hole, at the Marine Court yesterday for taking two lighters in abreast through the Yaumati Typhoon Shelter. He was fined $5, or five days' hard labour.

Saigon Quarantine Removed.

The quarantine restrictions imposed against arrivals from Saigon on account of cholera have been removed.

Larceny From Torpedo Workship.

Pleading guilty to a charge of larceny of one and a quarter pounds of red lead, from the torpedo workshop of the Kowloon Naval yard, an employee was sentenced to three weeks' hard labour by Mr. W. Schofield at the Kowloon Magistracy yesterday morning. Mr. W. Taylor prosecuted on behalf of the Naval authorities.

For Sugar Refinery.

The s.s. *Borneo* (British) arriving from Haiphong has 2,900 tons of dust coal for the Sugar Refinery.

Mails.

Some large consignments of mails arrived yesterday, the s.s. *Atreus* bringing 337 bags, including mail from Home and Europe *viâ* Siberia, and the *President McKinley* no fewer than 929 bags of mail from America, Canada, Japan, the North and from Europe *viâ* Siberia. The mail was not all for Hong Kong, but a good percentage of it was. The remainder was landed here for transhipment.

Ships and Typhoon Weather.

The ships arriving in port on Sunday and Monday reported experiencing typhoon weather. Practically the only exceptions were the vessels from Manila, including the *Empress of Russia* and the *President Taft*, both of which had fair passages. "Rough weather," "typhoon blows," and "high velocity winds," etc., were reported by arrivals yesterday.

Steamers from Macao have reported that the lowest barometer readings were between 28.50 and 29.20 during the height of the "blow."

Japanese Passenger Ill.

Arriving from Kobe on Monday, the master of the s.s. *Montevideo Maru* reported that a lady passenger, Miss Y Nakatomi, was dangerously ill with bronchitis capillaris.

Asiatic Deck Passengers.

The total number of Asiatic Deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday was 843.

The "Kedah."

The turbine steamer *Kedah* was recently launched from Messrs. Vickets' shipyard. She has been built to the order of Messrs. Alfred Holt & Co. for the Straits Steamship Co., of Singapore. With a length of 310 feet, she will have a speed of 18 knots, fully loaded. She will be employed in the passenger and cargo trade between Singapore and Penang.

"City of Bath."

Another new vessel which passed through Hong Kong during the last few days was the s.s. *City of Bath* of the Ellerman (Hall) Line.

The vessel was built to the order of the Ellerman Line last year by W. Gray & Co. of West Hartlepool and was engined by the Marine Engineering Works of Hartlepool. She is 393 feet long, has a beam of 52.2 feet, and a moulded depth of 28.2 feet. Her gross tonnage is 5,000 and nett tonnage 3,035. She is commanded by Captain W. S. Coughlan, and her crew comprises 18 British and 49 Asiatics. Her port of registry is Liverpool.

"President" Liner Sailings.

The s.s. *President McKinley* arrived in port about six o'clock on Monday evening from the States and the North. She experienced a blow after leaving Shanghai, but it was nothing serious, and during Monday, when on the last stage of her trip to Hong Kong the weather was beautiful, there being hardly any breeze at all. The delay in arrival here was due to heavy cargo discharges and shipments at Shanghai. The *McKinley* has now sailed for Manila, and it is expected that the loss on schedule time will be made up between her trip there and back to Hong Kong. She leaves for San Francisco, *viâ* ports next Tuesday from this port. The *President Taft* sails to-day for Seattle and Victoria, *viâ* ports, and next week-end there is due the *President Garfield* (on the round-the-world trip) and the *President Jefferson*.

The *President McKinley* brought 54 cabin passengers for Hong Kong, a big mail from America and Canada, the North and also from Europe *viâ* Siberia, and for Manila she had on board 11 cabin passengers.

Kerosene Shipment.

The s.s. *Patrick Henry* brought 6,500 cases of kerosene for the Standard Oil Company and was discharging them into the Laichikok installation yesterday.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, from Hong Kong on August 3rd, and arrived at Vancouver on August 21st.

WARSHIPS IN PORT.

Warships in port yesterday were: South Wall Basin, *Tarantula*; East Wall Basin, *L.15* and *L.19*; North Arm, *Fortol*; West Wall Dock, *War Brahman*; In Dock; *Somme*, *Seraph*, and *Serapis*; Taikoo Dock, *Vindictive*; No. 1 Buoy, *Argus*; No. 4 Buoy, *Despatch*; No. 7 Buoy, *Magnolia*; No. 12 Buoy, *Foxglove*; No. 13 Buoy, *Bruce*; No. 18 Buoy, *Ruthenia*; No. 25 Buoy, *Kharki*; Boat Camber, *Peterel*.

Foreign Men of War:—French, *Crâmme*; U.S.S. *Pampanga*; Portugese, *Republica*.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE
SS. "KABINGA" Havre, London, Rotterdam & Hamburg ... 8th September

AUSTRALIA AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF NORWICH" ... via Suez Canal 11th September
SS. "CITY OF BOMBAY" via Suez Canal 9th October

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
SS. "OLIVEBANK" via Suez Canal 1st October.
MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" From Hong Kong 25th October.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth,) Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludwits Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to—
Telephone: Central 4791. THE BANK LINE, LTD.
23]

P. & O., British India Apcar and Eastern & Australian Lines
(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MOREA"	10,953	3rd Sept.	Marseilles and London.
† "NOVARA"	6,989	10th Sept.	Marseilles and London.
"KIDDERPORE"	5,334	15th Sept.	Straits, Colombo and Bombay.
* "DEVANHA"	8,155	17th Sept.	Marseilles, L'don., Antwerp & Hull.
"KHYBER"	9,114	1st Oct.	Marseilles, L'don., Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Straits, Colombo and Bombay.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'don., Antwerp & Hull
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

† Does not carry passengers.
* Calls at Port Sudan. Does not carry 2nd class passengers.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

* "TALAMBA"	8,018	6th Sept.	Singapore, Penang and Calcutta
"TALMA"	10,000	12th Sept.	do.

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	6,956	2nd Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane
"ST. ALBANS"	4,500	30th Sept.	Sydney and Melbourne.
"ARAFURA"	6,000	28th Oct.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGPORE"	5,283	30th Aug.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,986	16th Sept.	S'hai., Moji, Kobe & Yokohama
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	30th Sept.	S'hai., Moji, Kobe and Yokohama.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	15th Oct.	S'hai., Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do
"KHYBER"	9,114	21st Jan., 1928	do.
"MACEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,946	25th Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOREA"	10,953	30th Mar., 1928	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central. HONG KONG.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

	Loading about
m.v. "NANKING"	6th September
m.v. "DELHI"	27th September
m.v. "AGRA"	15th October
m.v. "SUMATRA"	3rd November
m.v. "JAPAN"	20th November
m.v. "FORMOSA"	10th December

FOR SHANGHAI AND JAPAN PORTS.

	Loading about
m.v. "SUMATRA"	24th September
m.v. "JAPAN"	10th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
Hong Kong. Canton.
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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
Japan & Shanghai	*Haruna Maru* ...	26th Aug.
Europe via Negapatam letters only; London, 22th July	*Rinda*	28th Aug.
Europe via Negapatam (papers only; London, 29th July)	*Tamba Maru* ...	29th Aug.
Canada, U.S.A., Japan & Shanghai ...	*Empress of Asia*...	29th Aug.
Shanghai	*Morea* ...	2nd Sept.

OUTWARD MAILS.

For	Per	Date
Swatow	*Hangsang* ...	Wednesday, 24th, 8.30 A M
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 5th Sept.	*Mishima Maru*	Reg. 8.45 A M; Letters 9.30 A M; *Kowloon P.O.*; Reg. 9.00 A M; Letters 10.00 A M; *G.P.O.*
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 21st September	*Anteror* ...	Reg. 9.45 A M; Letters 10.30 A M
Shanghai, Japan, Canada, U.S.A., C. & S. America, & *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 11th Sept., & Europe via Siberia ...	*Emp. of Russia*	Reg. 9.15 A M; Letters 10.00 A M
Swatow & Amoy	*Cremer* ..	1.30 P M
Fort Bayard	*Sun Kong* ..	5.00 P M
Hoihow	*Phrunang* ..	5.00 P M
*Swatow, Amoy and Formosa ...	*Deli Maru* ...	Thursday, 25th, 8.30 A M
Shanghai, Wei Hai Wei & Europe via Siberia	*Hector* ..	10.30 A M
Tourane...	*West Elcajon* .	10.30 A M
Java via Batavia	*Tjisondari* ...	11.30 A M
Amoy & Foochow	*Haiyang* ...	2.00 P M
Bangkok	*Skuld* ..	2.30 P M
Swatow	*Hydrangea* ..	2.30 P M
Saigon	*Prosper* ...	2.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 25th Setpember	*Haruna Maru*...	Friday, 26th, *Kowloon P.O.*; Reg. 1.00 P M; Letters 3.00 P M; *G.P.O.*; Reg. 2.45 P M; Letters 3.30 P M
Sandakan	*Mausang* ...	Saturday, 27th, 1.30 P M
Swatow, Amoy and Foochow	*Hai Ning*... ...	Sunday, 28th, 9.00 A M
*Swatow, *Amoy and Formosa	*Hosan Maru* ...	9.00 A M
Straits and Calcutta	*Kum Sang* ..	Monday, 29th, Parcels Noon; Letters 1.00 P M
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 30th Sept.	*Chenonceaux* ...	Tuesday, 30th, Reg. 1.45 P M; Letters 2.30 P M
Manila	*Empress of Asia*...	3.30 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 30th Sept.	*Morea*	SEPTEMBER Friday, 2nd, *Kowloon P.O.*; Letters 4.30 P M; Reg. 3rd, 9.00 A M; Letters, 10.00 A M; *G.P.O.*; Par. 2nd, 5.00 P M; Reg. 3rd, 9.45 A M; Letters 10.30 A M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"ANTENOR"	24th Aug. Mars., L'don., R'dam. & Glasgow.
*"PERSEUS"	6th Sept. Mars., L'don., R'dam., H'burg & Hull.
*"RHEXENOR"	20th Sept. Mars., L'don., R'dam. & H'burg.
"NELEUS"	24th Sept. London, R'dam. & H'burg.

*Call at Casablanca.

LIVERPOOL SERVICE.

"TEUCER"	20th Sept. Genoa, Havre, Liverpool & Glasgow.
"LYCAON"	20th Oct. Genoa, Havre, Liverpool & Glasgow.
"TITAN"	20th Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	3rd Sept. Victoria, Vancouver & Seattle.
"ACHILLES"	22nd Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"MENTOR"	24th Aug. New York, Boston & Baltimore.
"GLAUCUS"	24th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR"	Noon, 25th Aug., Shanghai & N. China Ports.
"ANTENOR"	24th Aug. Singapore, Marseilles & London.
"HECTOR"	5th Oct. Singapore, Marseilles & London.
"AENEAS"	1st Nov. Singapore, Marseilles & London.
"SARPEDON"	30th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling..... £26,000,000
Silver $13,500,000
Reserve Liability of Proprietors $30,000,000

Head Office: Hong Kong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
A. H. Compton, Esq., Deputy Chairman.
W. H. Bell, Esq. C. G. S. Mackie, Esq.
N. S. Brown, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Acting Chief Manager:
Hon. Mr. A. C. Hynes.

Branches:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 19th July, 1927. [26

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG-KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hongkong & Shanghai Banking Corporation,
A. C. Hynes,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,000.00

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents:
EQUITABLE TRUST Co., of N.Y.
38] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 12, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund..... ...Guilders 40,000,000- (£3,333,333.)

Head Office:—AMSTERDAM.*
Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jeddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA,
Manager.
Hong Kong, 30th July, 1927. [34

THE BANK OF CHINA.
行業國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital...$50,000,000.00
Paid-up Capital 19,760,200.00
Reserve Fund 9,864,398.69
Head Office:—Peking
Hong Kong Branch:—4, Queen's Road Central.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong 29th June 1927 [38

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES

Alor Star (Malay States)	Ipoh	Rangoon
Amritsar	Karachi	Saigon
Bangkok	Klang	Semarang
Batavia	Kobe	Shanghai
Bombay	Kuala Kangsar	Singapore
Calcutta	Kuala Lumpur	Sourabaya
Canton	Kuching	Taiping (F.M.S.)
Cawnpore	Madras	Tavoy
Cebu	Manila	Tientsin
Colombo	Medan	Tokyo
Delhi	New York	Tsingtao
Haiphong	Peking	Yokohama
Hankow	Penang	Zamboanga (Philippine Islands).
Hong Kong	Peshawar	
Iloilo	Pukey	

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE,
Manager.
Hong Kong, 7th March, 1927. [36

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
Head Office:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 13,276,000

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

Bankers:
France: Société Generalé, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLEIN,
Manager.
Hong Kong, 21st April 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,600,000
Paid up Capital£1,050,000
Reserve Fund and Rest...£1,545,667

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan (Pahang)	Simla
Delhi	Madras	Singapore
Galle	New York	Sourabaya
Hong Kong		
Howrah		

Hong Kong Branches:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up) Yen 100,000,000
Reserve Fund..... Yen 92,500,000

Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Soerabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokyo
Hong Kong	Peking	Tsinanfu
	Rio de Janeiro	Tsingtau
	Vladivostock	(Temporarily closed)

Interest allowed on Current Accounts Deposits received for Fixed Periods a rates to be obtained on application

H. MORI, Manager.
Hong Kong, 11th March 1927. [35

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hong Kong.
No. 10, Des Vœux Road Central, Hong Kong.

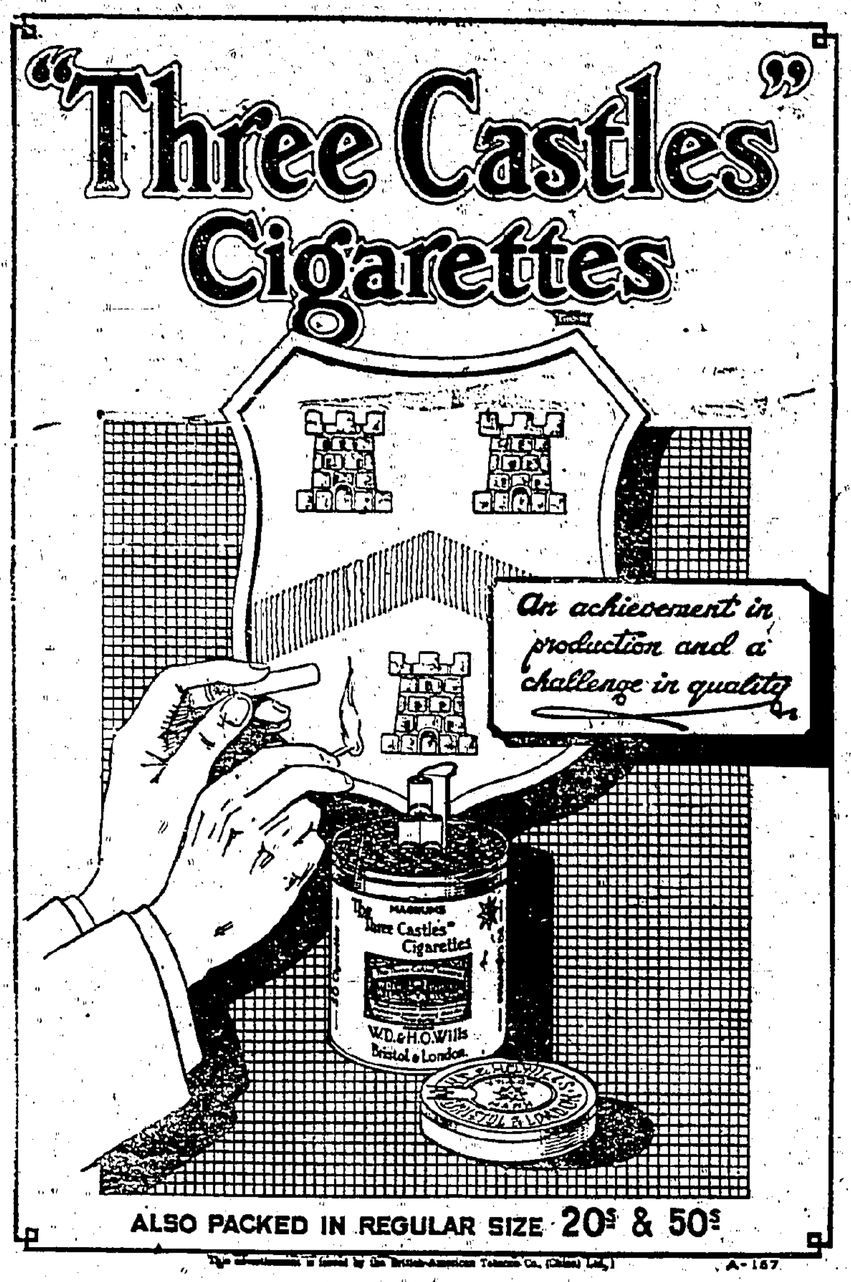
Authorized Capital.... ... $10,000,000
Paid-Up Capital... 5,000,000
Reserve... 1,200,000

Branches and Agencies:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taipeh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Safe Deposit Boxes To Let.

Kan Tong Po,
Chief Manager.
Hong Kong, 21st March, 1927.



The advertisement is issued by the British-American Tobacco Co. (China) Ltd.] A-167

BANQUE DE L'INDO-CHINE.
Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital ...Frs. 63,400,000.00
Reserve Fund Frs. 89,384,519.10

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtsz	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
Fort Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according counts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM,
Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF TAIWAN, LTD.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 29,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hong Kong Branch,
8, Des Vœux Road, Central
Hong Kong, 11th May, 1926. [27

THE BANK OF CANTON, LTD.
Established 1912.

Head Office: Hong Kong.

Hong Kong Currency
Authorized Capital.....$11,000,000
Paid-up Capital 8,684,200
Reserve Fund..... 850,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.

Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40

LOCK POON SHAN,
37] Chief Manager.

P. & O. BANKING CORPORATION, LIMITED.

Paid Up Capital£3,504,186
Reserve Fund £180,000

Head Office:
122, Leadenhall Street, London, E.C. 3.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal towns of the World.

L. E. HOPKINS,
Manager,
Prince's Building, Chater Road,
38] Hong Kong.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 23cd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	29.81	29.80	29.77
Temperature	85	78	87
Humidity ...	83	96	70
Wind—			
Direction	SE	Calm	WSW
Force ...	2	0	2
Weather ...	O	CM	B
Rain	0.06	0.00	0.00

Highest open-air Temperature, 22nd: 87
Lowest open-air Temperature, 23rd: 78

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From August 24th to 30th, 1927.

Days of Week	Date of Month	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	24	m 6 51	5 9	m 0 1	4 0
		9 21 a	4 5	2 16 a	1 2
Thur.	25	m 7 43	7 2	m 0 59	3 8
		9 50 a	4 6	2 52 a	1 0
Fri.	26	m 8 32	7 3	m 1 49	3 6
		10 15 a	4 7	3 27 a	1 0
Sat.	27	m 9 17	7 3	m 2 33	3 3
		10 38 a	4 8	4 1 a	1 1
Sun.	28	m 9 57	7 2	m 3 14	3 0
		10 59 a	5 0	4 33 a	1 2
Mon.	29	m 10 31	7 0	m 3 54	2 8
		11 18 a	5 1	5 3 a	1 5
Tues.	30	m 10 59	6 6	m 4 33	2 8
		11 36 a	5 2	5 32 a	1 9

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